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In Casks 376 lbs. net
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Hongkong, 29th April, 1908. [a204]

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Hongkong, 2nd August, 1912. [a161]

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Consultation Free.
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Hongkong 16th June 1911 [a527]

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Reasonable Rates.
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H. HAYNES, Manager.
Hongkong, 2nd August, 1912. [a157]

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TELEGRAPHIC ADDRESS "COMFORT," Hongkong.
Hongkong, 1st September, 1910. [a39]

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STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms, every home comfort. Fine View of the Harbour.
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Bath Room with Shower to every Room. Electric Light throughout and Electric Fans to order for every Room. 5 minutes' walk from Ferry Wharf and Kowloon-Canton Railway Station.
Terms: per day. per month.
Single Person \$3 to \$5 \$65 to \$95.
Married Couples \$5 to \$8 \$110 to \$160.
M. J. NATHAN, Manager.
Kowloon, 27th June, 1912. [a546]

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Hongkong, 31st July, 1907. [a576]

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Correspondents must forward their

names and addresses with communica-

tions addressed to the Editor, not for

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All letters for publication should be

written on one side of paper only.

No anonymously signed communica-

tions that have already appeared in

other papers will be inserted.

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Codes: A.B.C. 5th Ed. Lieber.

P. O. Box, 54. Telephone No. 12.

BIRTH.

On August 5th, at the Government
Civil Hospital, the wife of Mr. J. N.
OLIVA, of a son.

HONGKONG OFFICE: 10A, DES VEXES ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 6TH, 1912.

THE appointment of Dr. MORRISON as
Political Adviser to the President of the
Chinese Republic is a step in the right
direction. This recognition of China's need
of competent foreign assistance tends to
strengthen confidence in the stability of the
new régime. All who sincerely wish to see
China progress, politically, economically and
socially, will hope that this appointment
is but the first of many in various branches
of the Government. When Japan, half a
century ago, decided to bring herself into line
with the Western nations she began by engag-
ing trained men by the hundred, some few of
them as advisers to the State Departments,
but the great majority of them as teachers
merely, in workshops as well as in schools,
and she continued to engage this expert
assistance down to very recent years, until
her people had gained sufficient knowledge
and experience in the arts of government
and in industrial science to enable the
nation to stand upon its own feet as it were.
To-day we see Japanese shipbuilding yards
turning out some of the finest ships afloat
warships as well as freight and passen-
ger steamers; we see Japan with a Navy
which has won the admiration of the world,
and a huge mercantile marine, trading with
all parts of the world, managed and now
almost entirely navigated by her own
nationals. Japan now stands in no need of
foreign assistance in building her rail ways,

her docks and harbour works. Her resources
are well exploited and modern industries
of all kinds are initiated and developed by
her own experts. Her laws and their adminis-
tration have been brought into line with
Western ideas of justice, and her national
progress in all directions has been such, in
the short space of half a century since the
country emerged from feudalism and
isolation, as to make her an important
factor in world politics. We do not
imagine that China in fifty years could
do what Japan has done. The mind

of a huge nation like China cannot be
moulded and directed so easily as the indefatigable Reformers of Japan were able to
change the sentiment of their nation. They
were confronted at the outset by difficulties
of a very similar character to those which
confront the statesmen of China to-day.
Suspicion and jealousy of the foreigner
were widespread. Suspicion has long
ceased to exist and what jealousy remains
is of a kind which is common
in all countries which have to meet
foreign competition in trade. It is as
acute in England or in Germany as in
Japan; but the best minds of all nations
recognise that there is an element of good-
ness in international rivalry, and in newly
awakened countries like Japan and China
the foreign standard is one which represents
the goal yet to be reached and for the attain-
ment of which the national energies must
be bent. Japan has shown China the path
of progress. The leading spirits of the
Revolution in China have carefully watched
Japan's progress; are aware how much she
is indebted to foreign advice and instruc-
tion; but there seems to be a self-sufficiency
about so many of the Chinese students
who have returned from schools and colleges
in Japan, in America and in Europe, which
rather encourages than deprecates hostility
to foreign assistance. They imagine that
the theoretical training they have received
qualifies them to undertake tasks which
in the West would be entrusted
only to men of great practical experience.

This delusion has to be shattered before
substantial progress is made in China.
Apart from the engagement of Dr. MORRISON
as Political Adviser to the President,
there is no news yet of any other Adviser
having been appointed. The report of Sir
FRANCIS PIERCE's appointment as Legal
Adviser still remains unconfirmed, and even
the Ministry of Communications, we believe,
has been without a Foreign Adviser
since the Revolution. In this Department
especially a Foreign Adviser would seem to
be urgently necessary, if the report is
true that the Department has decided to
dispense at this early date with foreign
management of the Postal Service which
the late Sir ROBERT HART so recently
inaugurated, and which has been develop-
ing rapidly into a great national
organisation under the fostering care of
the Maritime Customs Administration. In
the matter of railway construction, however,
the Government recognises that this is a
field in which foreign assistance is essential.
The appointment of Mr. COLLINSON, of
Shanghai-Nanking Railway fame, to super-
intend the construction of the Hupeh section
of the important trunk line of railway
which is designed to connect Canton
with Hankow, has been confirmed by the
new Government, but, until the country
becomes more settled than it is, there seems
little prospect of rapid progress with this
great undertaking. It is marvellous, when
we reflect on the whole position, that
handicapped as the Government is by want
of funds, it has succeeded in keeping the
unruly elements so well under control.
But China is a perplexing country and
cannot safely be judged by ordinary
standards. The outlook has seemed
exceedingly dark, yet there are glimmers
of light which encourage the belief that she
will "somehow muddle through," but if
China aspires to emulate the rapidity of
Japan's transformation, she must not
despise the means by which it was so largely
effected.

Yesterday a child fell from the second
storey of a building in Lyndhurst Ter-
race and was seriously injured.

A fine of two dollars or seven days in
prison was yesterday imposed upon a
Chinese convicted of cruelty to a chicken.

A lady resident in the Hongkong Hotel
reports to the police that she had lost
her brooch valued at \$400. She believes
that she lost it in the drawing room of
the hotel. She offers a reward of \$50 for
its recovery.

For being in possession of 97 tael of
opium a Chinese was at the Magistracy
yesterday fined \$1,000. He told the
Magistrate when arrested that he had
two babies in his arms, but he did not
know where they were. His Worship
(Mr. Irving) did not attach any impor-
tance to the statement.

A simple old woman who believed that
a certain man possessed certain psychic
powers gave him \$90 in order that he
might reveal the future to her. All that
she learned was that the man disappeared
and with him the dollars.

An armed robbery is reported from
Cato Island, where six men entered a
shop on Sunday and stole goods and
money to the value of \$300. As they were
leaving they fired on the shopkeeper, who
returned the fire. One man was eventu-
ally arrested.

The death is announced of Mr. David
Campbell, manager of Messrs. Lane,
Crawford & Co., Shanghai. The sad
event occurred somewhat suddenly last
Wednesday. He had been at business two
days previously, but was compelled to
remain at home on account of indisposi-
tion believed to have been the result of
the unusual heat. Mr. Campbell had
been long resident in Shanghai. He was
first in the firm of Weeks & Co., but
joined Lane, Crawford & Co. in 1890,
and was appointed manager about the
year 1901. He was a prominent Mason
and a life member of the Recreation Club.
He leaves a widow and two step-daugh-
ters, and a son who is in the firm of But-
terfield & Swire at Hongkong.

Mr. Sugden, the Commissioner of Customs
at Hankow, notes in his annual report
that the amount of tea used on
steamers has increased greatly, 2½ million
lbs. being bought in 1911 on the London
market for this purpose; but the quality
provided, he says, is generally a disgrace
to owners, who appear to consider that
as tea is most welcome to passengers, the
"coolie" quality is good enough for
them, even on lines running to the East.
Strangely enough, the local river steamers,
while specially catering for Chinese
passengers, do not supply them with tea,
which is one of their greatest needs, and
the first line to supply such a convenience,
Mr. Sugden suggests, would probably
find a great increase in its popularity.

In his annual report the Commissioner
of Customs at Hankow writes:—"With
local desolation and general disturbance,
it is hard to prophesy when Hankow will
recover—an old, experienced Chinese mer-
chant holds not sooner than 30 years; the
writer, with eight years experience of its
growth under great difficulties, expects
that the third year of a settled Govern-
ment will see its trade greater than ever.
Immense sums will have to be spent on
the new city and raising the laid be-
hind; but it is only reasonable to sup-
pose that China as a whole will come to
the aid of the place which has been
destroyed in establishing the Republic.
The local leaders have shown sense
throughout, and may be expected to re-
build the city properly."

The Hunanese people have the reputa-
tion of being anti-foreign. Mr. O. E. S.
Wakefield, the Acting Commissioner of
Customs at Changsha, contradicts this
opinion in his annual report. He says:
"Though it may be held that there is a
strong feeling of 'Hunan for the Hunan-
ese,' and that foreign enterprise has
not been welcomed in the past, and
although there have been three attacks on
foreign lives or property during the past
twelve years (due in each case to some
special cause), yet it can be said truth-
fully that in no part of China, or even
in any country in the world, will
foreigners receive more consistently
courteous treatment than they do in the
interior of this province." Mr. Wake-
field states from an experience of four
and a half years in the province that he
has never heard one rude word addressed
to a foreigner.

LOCAL SPORT.

LAWN TENNIS LEAGUE.

KOWLOON THE CHAMPIONS.

The deciding match for the League
Championship between Kowloon and
Queen's College was played at Happy
Valley on Saturday, Kowloon winning by
52 games to 47.

LAWN BOWLS.

TAIKOO V. POLICE.

Police, the League Champions, met
their first reverse on Saturday at the
hands of Taikoo. Scores:—

POLICE.	TAIKOO.
W. Gerrard.	H. Harrison.
R. Fenton.	T. Worton.
K. McEwen.	A. Hamilton.
D. McHardy.	J. Ferguson.
(skip)	(skip)
13	25
A. Clark.	T. Grimshaw.
W. Spillat.	W. Dickie.
W. Stuart.	H. Dinnen.
W. Cameron.	T. Scott.
(skip)	(skip)
21	17
J. Grant.	Dorrington.
A. Gordon.	J. Weir.
D. Goutlay.	A. Currie.
W. Pitt.	W. Waterspoon.
(skip)	(skip)
13	19
47	61

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

A WINTRY BANK HOLIDAY.

SNOW AND FROST IN GREAT BRITAIN.

LONDON, August 5th.

The weather reports for the beginning
of the holiday month are of a "Christ-
massy" character. It is the coldest
August for half a century. The Grampian
Mountains are snow clad. The
haymakers at Stainmore in Cumberland
engaged in a snowballing match. There
are sharp frosts, even seven degrees of
frost, in many parts of England.

STORMS AND FLOODS.

BOY SCOUTS DROWNED.

LONDON, August 5th.

Yesterday was a day of storms and
floods, and many drowning fatalities are
reported.

A cutter containing 23 Boy Scouts and
other passengers capsized off Shoppey
and nine scouts were drowned. Coast-
guards rescued the others.

Four Boy Scouts were drowned while
bathing at Rottingdean, near Brighton.

SUCCESSFUL AEROPLANE TRIP
ENDS IN DISASTER.

LONDON, August 5th.

Mr. Moorhouse, an English airman,
with two passengers, has crossed the
English channel from Douai to Ashford
in an aeroplane built to carry five per-
sons. The machine was smashed on
landing by collision with a tree which
it uprooted. The occupants, however,
were not injured.

They had travelled 140 miles in two
hours.

THE AMERICAN PRESIDENTIAL
NOMINATIONS.

MR. ROOSEVELT'S CANDIDATURE.

LONDON, August 5th.

According to news from Chicago, forty-
seven States are sending delegates to
the National Progressive Convention,
which opens to-day, for the purpose of
nominating Mr. Roosevelt for the
Presidency.

Many women delegates, who are
Suffragists, will take an important part
in the proceedings.

CENTENARY CELEBRATIONS AT
KRUPPS.

LONDON, August 5th.

Reuter's correspondent at Essen tele-
graphs that the celebrations in connec-
tion with the centenary of Krupps were
inaugurated by a meeting in honour of
the 821 long service employees. Herr
Krupp Von Bohlen Halbach, head of the
firm, paid an eloquent tribute to Ger-
many's first workman, the Emperor. An
old foreman replied, eulogising Krupps.
As many as 71,000 will participate in the
five days' festivities.

The Emperor and Count Bothmann von
Hollweg will attend.

ENGLISH YACHTSMEN ARRESTED
IN GERMANY.

LONDON, August 5th.

The *Local Anzeiger* states that five
English yachtsmen have been arrested on
suspicion (of espionage?).

Two are alleged to have landed and
photographed new torpedo-shooting
stands. The yacht was searched and
many photographic plates of harbours
were found.

THE RECENT EMEUTE AT
KHOTAN.

CHINA CONCEDES RUSSIA'S DEMANDS.

LONDON, August 5th.

Reuter's correspondent at Peking tele-
graphs that China has agreed to the Rus-
sian demands in respect of the killing of
Russian Muslims at Khotan in
Turkestan last month. The prefect and
magistrate have been dismissed, and the
officer responsible for the action of the
troops will be tried in open court. The
Russian Consul at Kashgar and the Chi-
nese local officials will fix the amount of
compensation to be paid.

FRENCH SEAMEN'S STRIKE
ENDED.

LONDON, August 5th.

A message from Havre states that the
seamen who went on strike in June, re-
cognising the hopelessness of their posi-
tion, have resumed work.

[THROUGH REUTER'S AGENCY.]

THE NAVAL SITUATION IN
EUROPE.

LONDON, August 5th.

Comment on the Franco-Russian Naval
Convention, which it is proposed to
enlarge, is crystallising into specula-
tion as to how it affects the Mediter-
ranean, and whether it will provide
for the co-operation of the Black Sea
Fleet in certain eventualities.

The Austrian Press discusses the pos-
sibility of the establishment of Russian,
French and Italian naval bases in the
Aegean islands, in which case Austria
would certainly submit a similar claim.

The *Times* Paris correspondent says he
has good reason for believing that an
exchange of views between France and
Great Britain preceded the conclusion of
the Convention.

IMPENDING CHANGES IN THE
BRITISH CABINET.

LONDON, August 5th.

The *Times* says it has reason to believe
that changes in the Ministry are pending
involving a bye-election in Scotland.

Rumours that the Master of Elibank is
relinquishing his duties as Patronage
Secretary are revived.

LORD GLADSTONE.

LONDON, August 5th.

It is possible that Lord Gladstone, who
has just arrived in England, may not
return to South Africa.

TURKISH POLITICS.

LONDON, August 5th.

Reuter's correspondent at Constantinople
wires that the situation is dis-
quieting. The Committee of Union and
Progress has induced the Chamber to
adopt a motion to interpellate the Minis-
ter for War, whom they accuse of com-
plicity in the Military League which
demanded the dissolution of the Cham-
ber.

Eighty officers, partisans of the Com-
mittee of Union and Progress, at a meet-
ing at Liberty Hall, resolved to prevent
the illegal dissolution of the Chamber.

The Cabinet, sitting late, is believed to
have decided to act vigorously and ar-
rest a number of officers.

LATER.

The Senate at Constantinople has
adopted a Government motion inter-
preting the constitution.

An trade dissolving the Chamber is
expected to-day.

BOMB OUTRAGE IN TURKEY.

LONDON, August 5th.

A message from Salonika states that
on Friday two bombs were exploded in
the market place of Uskub, killing two
Jews, four Moslems and 32 Bulgars, while
three Moslems and 11 Bulgars were
wounded.

FIGHTING IN THE BALKANS.

LONDON, August 5th.

Reuter's correspondent at Cetinje tele-
graphs that fighting took place be-
tween Turkish and Montenegrin frontier
guards, lasting till late in the evening.
The Montenegrins allege that the Turks
were the aggressors. The Montenegrins
stormed the Turkish entrenchment.
Fifty Turks were killed, the Montenegrin
casualties being 12 killed and 15 wound-
ed.

THE BOXING CHAMPIONSHIP.

LONDON, August 5th.

A Sydney telegram states that Langford
claims the boxing championship in view
of Johnson's reported retirement.

DUTCH OIL CONCESSIONS IN THE
EAST INDIES.

At the annual meeting of the share-
holders of the Royal Dutch Petroleum
Company the management was asked
whether attempts had been made to pre-
vent the concessions for the exploitation
of the oilfields in the East Indies being
granted to the recently-formed Dutch
Colonial Petroleum Company. The
manager replied that they would wait to
see how the Government would act, and
he hoped that no concessions would be
granted to any combination of the
Standard Oil Company.

Although it is reported that 51 per
cent. of the shares of the Dutch Colonial
Company is in the hands of the American
Petroleum Company, the manager stated
that no concession can be granted to the
company without a majority of the
management being Dutch.

After the close of the meeting the
Amsterdam correspondent of *The Times*
learned that the Dutch Colonial Company
may not exploit the concessions in India,
but that the Government will probably
grant them to the Royal Dutch Company.

CUSTOMS COMMISSIONERS AND
THE REVOLUTION.

The following remarks on the Revolu-
tion are made by Mr. R. de Luca,
Commissioner for Nanking, in his annual
report:

On the 11th October the revolu-
tion aiming at the overthrow of the
Manchu dynasty and the establish-
ment of the Republic of China began
its victorious career, at Wuchang,
in Hupeh, and the excitement it
caused all over the land was immedi-
ately intense at Nanking. Great appre-
hension and anxiety prevailed in official
circles, as also among the gentry and the
well-to-do mercantile classes, a collision
appearing possible at any moment be-
tween the Manchus of the Tartar city,
under Tartar General Tieh Liang, and
the modern-drilled troops. The more
wealthy of the Nanking population soon
commenced departing to places of safety,
principally to Shanghai, and as the end
of the month approached the exodus be-
came more general, carriage traffic along
the Maloo to Siakwan continuing un-
interruptedly night and day. With the
help of General Chang Hsun commanding
the river defence forces of Kiangnan, the
Viceroy, Chang Jen-chun, was able to
control the situation until the night of
the 17th November, when an apparently
premature revolutionary rising at the
modern gaol in the city led to matters
being practically taken out of his hands
by General Chang, who assumed supreme
authority and ordered all the city gates
to be kept closed on the morning of the
18th. Permission was obtained for the
exit of foreigners, and the foreign
women and children were sent away on
bats, and the immediately following days
were opened daily for about a couple of
hours. Order was maintained inside the
city; but nevertheless, panic reigned,
and huge crowds abandoned Nanking,
pouring out of the Wei Feng Gate or I
Feng Gate as it is more generally called,
through Siakwan, with as much of their
more valuable belongings as they could
carry. It is calculated that at least two-
thirds of the population departed al-
together during October and November.
On the evening of the 17th the attack
on the station and the rolling-stock of the
Shanghai-Nanking Railway were with-
drawn, and although the river steamer
service proceeded as usual—a feature
being the enormous number of passengers
carried in every available foot of accom-
modation, including the decks and the
cargo space—trade came practically to
a standstill. On the 25th, for the first
time, the I Feng Gate failed to be opened,
and this was due to the approach of the
Republican forces along the railway line
from Chinkiang. They advanced from
the south-east, and their attack was
directed against the T'ung Ping Men, the
Chiao Yang Men and the South Gate.
The same day the forts below Nanking,
at Tiger Hill, Mo Fu Shan and Wu Lung
Shan surrendered peacefully and were
occupied at once by the Republicans, and
thus the investment of the city began.
The following day the above forts opened
fire on Nanking, and exchanged a number
of shots with the Lion Hill Fort at the
north end of the city, overlooking Siak-
wan, while the attack proceeded at the
south and south-east. On the 27th several
men-of-war flying the new flag came up
from Chinkiang to support the opera-
tions, which now showed signs of more
directly affecting Siakwan, thus render-
ing necessary the departure up river to
a place of safety, in the vicinity of Wylie
Point, of the hulks belonging to Messrs.
Jardine, Matheson & Co., Butterfield
& Swire, Melchers & Co., and the Nisshin
Kisen Kaisha respectively, which were
towed up the river by steamers of the
companies concerned—a fifth hulk,
that of the China Merchants Steam
Navigation Company, remaining in port.
The Customs House and the post office
were temporarily established on board
of junks hired for the purpose, which
were also transferred to Wylie Point, in
order to enable work to be carried on as
far as possible. The foreign men-of-war
in port moved up stream out of the line
of fire, but not very far. Heavy firing,
especially at night, continued during
the week, and the lower peak of Purple
Mountain which had been held by
General Chang's men, was finally carried;
so that on the 1st December the back of
the defence was broken, and General
Chang endeavoured to come to terms.
Not being willing to accept the conditions
offered, he escaped from Nanking, to-
gether with the Viceroy and Tartar
General, through the Han Hai Men
during the night, when the attack was
being pushed with great vigour. On the
morning of the 2nd December the city
surrendered and the Republican troops
entered at once by the Tai Ping and
South Gate. Soon after 7 a.m. the white
flag was flying on Lion Hill, the Drum
Tower, and other prominent positions.
Measures were taken to maintain order
and protect property; but, unfortunately,
certain troops got out of hand on the 3rd
and it proved impossible to restrain them
from practically destroying the Tartar
city, including the Tartar General's
spacious yamen. Otherwise neither the
city nor Siakwan had suffered any
damage worth mentioning, as the bom-
bardment was restricted to the forts and
gates. Customs work was retraversed
to Siakwan and the Customs House was
opened again on the morning of the 4th.
The post office was also reopened and the
hulks towed back to their moorings in
port. The Imperial troops at Pukow
evacuated the positions they held there
and joined General Chang, who had
crossed the river some miles above Nan-
king, and proceeded along the Tientsin-
Pukow line to Suohowfu in North Kiang-
su. The end of the month saw the
Provisional Government established at Nan-
king, where the provincial delegates
proceeded on the 29th to elect Dr. Sun
Yat-sen (Sun I-shen), also known as Sun
Wen, to be Provisional President of the
Republic of China. On the 29th and
30th what might be termed a quene-
cutting campaign was undertaken by
certain of the soldiery in and around the
city, and astonishing numbers of queues
fell in the streets to the somewhat vigorous
methods of the extemporised hairdressers,
who extended their operations even to
beggars.

HOME AND CHINA AFFAIRS

[FROM OUR OWN CORRESPONDENT.]

LONDON, July 10th.

CATTLE DISEASE.

The outbreak of foot and mouth disease is the latest anxiety of poor John Bull. He already had labour agitators, suffragettes and State insurance troubles, but the disease among the cattle has come on the top of all his wet summer worries as "about the last straw." When the announcement was made in the House of Commons that the exhibition of hoofed stock had been prohibited at the Royal Show in Yorkshire, something like a sensation was felt all over the country. To run the show with the two thousand best exhibits absent is pretty much like Hamlet with the Prince of Denmark left out. The disease is said to have been traced to Dublin and in spite of official assurances there is an uneasy feeling that had proper precautions been taken it would not have spread to several places in the north of England. The Irishmen, as usual, are restive under the suggestion that the Emerald Isle produced the germs of the outbreak, and they are trying to make out that the trouble was really introduced to their green isle by some offending beast from the English side of the water. But as two cases in England came from different parts of Ireland there would seem to be an end of that plea. A possible explanation of the outbreak is that the disease was conveyed to Ireland through the medium of hides or animal foodstuffs from the Continent, where it is seriously prevalent to-day. As there is no difficulty in diagnosing it and there seems to be no doubt that it existed in the vicinity of Dublin for a fortnight before becoming a matter of official precautions, it indicates a state of things that will need a lot of explanation in the House. At first it was thought that the price of meat would be seriously affected, and this may yet prove to be the case, but for the present the difficulty has been partly met by the sending of Liverpool butchers to Ireland to slaughter and dress the cattle which under the present regulations cannot be moved alive. In certain specified areas, around Liverpool, Manchester and other affected districts, moving cattle has been prohibited, so that no cattle can be taken into, out of, along, over or across any road in the prescribed districts till the regulation is removed on the stamping out of the disease. But special arrangements are now being made to slaughter fat cattle at the foreign animals' wharves at Glasgow, Birkenhead and Bristol, to supply the requirements of the markets as far as possible.

A LECTURE ON SARAWAK.

The Oriental Circle of the Lyceum Club had a very interesting address the other day by the Rani of Sarawak on conditions in her country. She eulogised the Malays, Sea Dyaks, Chinese and Hindus who had been so devoted to herself and her husband, and she proceeded to show how they have a voice in their own administration, because no law is promulgated by the Raja until it has been passed by the special representative of the people, and until the Raja has himself discussed it with the humblest of his subjects. Then she gave this idyllic picture of Sarawak, that has been making tax-troubled Britons long to be going thither. "The palace door is ever open, and the very beggar in the streets—if there are any beggars in this veritable garden of Eden—can wander in at any moment and relate his troubles, or give his opinions, or ask a favour of his Sovereign in person." Never has the Rani met such perfect naturalness and such perfect breeding as was to be met with daily among all classes of those whom people here at home would regard as savages pure and simple. Further she praised her husband's policy of refusing to allow the country to be exploited by the Stock Exchange or Wall Street speculator. He might have lost a good deal of personal aggrandisement thereby, but he set the benefit of his Sarawak community above all things.

THE FEMINIST MOVEMENT IN ITALIAN CONVENTS.

If news from Italy is to be believed the feminist movement seems to be invading the convent, in a certain degree at any rate, and to be giving some anxiety to the Vatican. It is reported that the Pope has a plan under consideration to suppress all recent sisterhoods and those with a very small membership, and then the members will either have to go home to their relatives or be put through a very rigid examination prior to being admitted to one of the older and stronger organisations. This has been brought to the mind of the Pontiff by the constant reports from bishops in all countries that the religious communities were increasing too fast and were showing an inclination to claim autonomy of government: that carried them outside the strict vigilance of the religious authorities as desired by

the Pope. The reports also express the fear that a very large number of the younger women have joined communities from caprice, or vows other than those arising from a consciousness of fitness for a religious vocation.

THE SAFETY OF SHIPS' PASSENGERS.

The experts of the Board of Trade being still of the mind that the safety of passengers at sea rests more with the bulkheads and wireless apparatus than with a full complement of boats for all, it is interesting to record an advance in the construction of the water-tight bulkhead doors. A new type has just been shown in London which operates by hydraulic pressure. The captain on the bridge can, by pressing a lever, close all the doors at once and an indicator by his side shows when the operation is complete. A rush of water into a compartment will, as in many other types, automatically close the door, but this new Brunton system improves on that to the extent that after a collision the indicator on the bridge will show exactly what compartments are flooded and then the captain can reopen all the doors of compartments not affected, leaving the essential doors still closed. Thus knowing just where the trouble is, the crew can proceed to shore up the bulkheads. It may be added that this Brunton door will not close on anybody standing in the doorway, and while the captain on the bridge cannot re-open the door of a flooded compartment a person inside or outside it can do so. But he cannot leave it open, because immediately he takes his hand off the lever it closes itself. Men working the coal may keep the bunker doors at any state of openness, partial or complete. So far as I can gather from expert opinions the mechanism is both simple and strong and eminently suited for use in rough sea conditions. The originators claim that the initial cost and the cost of upkeep are lower than other systems. By using a fusible plug that the heat can melt, the system can also be adapted for isolating a compartment where fire has broken out, so that it can be adopted for fire-proof buildings as well as ships. In that case, on an alarm of fire, all doors could be closed at once from a central position. Reopening them would reveal the seat of the fire, for not only would the door of the affected compartment remain closed but the indicator would show it.

THE FAMOUS BOULDER'S LOCK.

Another instance of the mechanical aids that have come to the service of our watermen is now to be seen on the Thames at the famous Boulder's Lock, where the crush used to be so great that it took a long time for the craft on a busy Sunday to get through. It has now been fitted with as much machinery as a tube station. It was inaugurated this week by a distinguished company, with Lord Desborough at the head of them. The old lock has entirely disappeared and in its place is a sort of moving staircase or "boat conveyor" that takes up the small craft on a sort of endless chain arrangement, lifts them over the lock and shoots them off into the water again on the other side. In this way three hundred boats an hour can be got rid of. Heavier craft, such as motor boats, pass through a new lock, entirely separate from this latest contribution to the science of speedy traffic.

THORNS IN THE SIDE OF THE GOVERNMENT.

Two awful strokes this week must be credited to the Government. The chief thorns in their side just now are the Labour men, who are pressing three-cornered contests at Crewe and Hanley and threaten to smash up the coalition, and the "Little Navy" men who declare they will make things hot for the Cabinet if much money is spent on ships. Here, then, are the two awful strokes. The Labour men have threatened to abstain from attendance at the House, leaving the Government to look after its own majorities, so the Government set down for this week the Franchise and Redistribution Bill for second reading on Monday and Tuesday. If the Labour men had stayed away in a body it would have made the matter a very conspicuous one and would surely react on them in the constituencies, for the bill concerns manhood suffrage, from which they, of all people, must stand to gain most. As to the "Little Navy" section, who wanted to keep the House sitting on Tuesday when the great naval display was fixed

for Spithead, the Government set down such measures as the Mental Deficiency Bill and the Inebriates Bill, neither of which the little navy men would be prepared to reject, and if they did it would not affect the position of the Ministry. Both sections are sore at the contemptuous way the Government have treated their threats, but the fact is the majority of the House are rather tired of both and rather welcome the opportunity of clearing the air with the aid of a thorough "dust up." The first effects of the Labour abstention from the division lobby were sufficiently ominous, however. There was a question introduced bearing on the doings of the Secretary for War, and most of the Labour men abstained, so that the Government majority fell to 48.

If that sort of thing continues there is a hot time ahead, for all the Liberals will have to stick close to their duties and the Conservatives will be for ever on the pounce for a snap division that will defeat the Government.

AN ARMY OFFICER'S SARCASM.

It was a sombre debate on the Army vote, relieved only by one incident. A Unionist officer was impelled to make some insinuations about Lord Tullibardine's Highland Yeomanry. According to him, when the gallant ghillies wish to get across country really fast they get down and push the horses. In consequence of this habit the War Office has not provided them with bayonets, since they might use the weapon to expedite the progress of the steeds—a picturesque bit of exaggeration that made the House roar.

THE HEALTH OF THE KAISERIN.

Reports from Berlin confirm the accounts that have been in circulation here as to the indifferent health of the Kaiserin. It seems that she has suffered with her heart for some years but now alarming symptoms have developed and the physicians have ordered her to abstain from any exertion or strain that can possibly be avoided. Consequently nothing more than strictly personal correspondence will be allowed to reach her for the present and all but one or two public engagements have been cancelled. The announcement is made, however, that there is no need for immediate anxiety, as complete rest and quiet are expected to result in a material improvement and a cruise aboard the Imperial yacht a little later is expected to have wonderful results.

THE DOCK STRIKE.

The dock strike, besides inflicting starvation on thousands of the poor along the Thames-side, is making things hard for the trading community generally. Especially has it interfered with the rubber auctions for the past month. Usually the auctions have taken place on Tuesdays and Wednesdays, fortnightly, but of late the difficulty of getting the Eastern plantation rubber unloaded has caused delays and even then the amounts offered have been below the usual level. In spite of that, the reports just available of the trade of the Port of London shows the rubber industry has developed on the Thames in the past few years. The space at the St. Katharine's Dock that has been used up to now has proved utterly inadequate, and as the wool trade is dealt with there too, it has been decided to transfer the rubber business to the London docks, for the traffic in the commodity has gone up in five years no less than three hundred per cent. Besides this change, the Port Authority's business has increased in other ways so much that wide alterations are impending, including the demolition of the Crutched Friars Warehouse, the site of which is required for the Authority's new office. The warehouse was built in the eighteenth century and was originally one of the numerous depots of the East India Company. It stands on the site of the Admiralty offices, where Peppys lived and wrote his famous diary. It has long been the principal depot for the cigars and cigarettes imported into London.

GUARDING THE SECRET.

WHERE SYNTHETIC RUBBER IS BEING MADE.

Stringent precautions, the *Pall Mall Gazette* says, have been taken by the discoverers of the new process for manufacturing synthetic rubber to prevent the secret bacteria from being stolen from the works at Rainham, in Essex. This is not surprising when it is remembered that £35,000 has already been spent in experimental work, and that if the process proves a commercial success a huge fortune will be reaped by those responsible for its discovery.

The site of the works, which is on a lonely and isolated peninsula in the river, is peculiarly adapted for the purpose, as it can only be approached by a bridge from one direction. In order, however, to run no risks whatever, a heavily armed guard and four ferocious dogs are kept there night and day. The chief danger, of course, is at night-time, and as a further precaution the vessels in which the bacteria are working are specially constructed so that they cannot be opened by an intruder, even if he was equipped with the best engineering or burgling appliances, under twenty minutes, and then his trouble would be useless, as the vessels are so built that if forced open an inrush of superheated steam would destroy the bacteria immediately, and probably seriously injure the intruder.

Every endeavour, too, has been made to retain the unswerving loyalty of the whole of the staff concerned. Everyone connected with the enterprise, it is understood, is working on a co-partnership basis. Professors Porkin and Fernbach and the chemists of Messrs. Strange & Graham (Ltd.), with Dr. Matthews at their head, have been retained under long agreements of approximately nineteen years, so that any improvements made by the research group will become the property of the new company.

Big as the sum of £35,000, which has been spent on experiments, is, it seems small when compared with the £250,000 which it is reported the German group, which has been working towards the same end, has expended. The disparity in the sums spent is explained by the fact that the former have had all the work of the laboratories at the Universities of which their principal chemists are such distinguished members, and also by the fact that the principal chemists rely for their remuneration on a share of the profits.

PREFERENTIAL RIGHTS TO DIVIDENDS.

WILL V. UNITED LANGKAT PLANTATIONS COMPANY (LIMITED).

Before the Master of the Rolls, Lord Justice Farwell, and Lord Justice Kennedy in the Court of Appeal on the 1st ult. an appeal was heard by the defendants from a decision of Mr. Justice Joyce.

The action was brought by the plaintiff, suing on behalf of himself and all other Preference shareholders of the company, claiming a declaration that a resolution of the company purporting to have been passed and confirmed as a special resolution at meetings held on June 23rd, 1909, and July 26th, 1909, was invalid, illegal, or ineffectual, so far as any rate as the same purported to affect the rights and interests attaching to the Preference shares of the company, and that the Preference shares entitled to rank for dividend *pari passu* with the Ordinary shares of the company as against any profits of the company available for distribution as dividend after providing for a cumulative preferential dividend of 10 per cent. on the Preference shares and a dividend of 10 per cent. on the Ordinary shares.

Article 115 of the original articles of association of the company provided that, "subject to any priorities that may be given upon the issue of any new shares, the profits of the company available for distribution . . . shall be distributed as dividend among the members in accordance with the amounts paid on the shares held by them respectively."

On July 13th, 1891, at an extraordinary general meeting of the company, resolutions were passed providing (1) That the capital of the company should be increased to £450,000 by the creation of 50,000 new shares of £1 each; (2) That the new shares be called Preference shares, and that the holders thereof be entitled to a cumulative preferential dividend at the rate of 10 per cent. per annum on the amount for the time being paid up on such shares; and that such Preference shares rank, both as regards capital and dividend, in priority to the other shares. Subsequently 20,000 Preference shares were issued. The resolution passed at the meetings held on June 23rd, 1909, and July 26th, 1909, approved of new articles of association of the company.

THE CIRCULAR TO THE SHAREHOLDERS.

In a circular issued to the shareholders on June 14th, 1909, it was stated the new articles were variations and additions to the original articles, and were merely such as were necessitated by the alterations which had been made in company law since the incorporation of the company, and did not materially affect the rights of the shareholders as they existed under the original articles, and it was further stated that Articles 3 and 11 did not in any way alter the rights of the Preference shareholders, but set out more clearly and extensively the rights attaching to these shares.

Article 111 of the new articles replaced Article 115 of the original articles, and provided that "Subject to any priorities that may be given upon the issue of any new shares, or may for the time being be subsisting, the profits of the company available for distribution shall be applied first in payment of a cumulative dividend at the rate of 10 per cent. per annum paid on the original Preference shares of the company, and subject thereto shall be distributed as dividend among the holders of the Ordinary shares in accordance with the amounts for the time being paid on the Ordinary shares held by them respectively." The Preference shares never received more than 10 per cent. dividend, although much larger dividends had been paid on the Ordinary.

Mr. Justice Joyce said that the question was the surplus profits of the defendant company were to be distributed depended on the resolution of July 13th, 1891, with the original articles of association, and in particular Article 115 read in connection with it. In his view the priority given to the Preference shares was the right to be paid 10 per cent. cumulating; subject to that, the profits were to be divided equally between the members. The result was that the Preference shareholders were to be paid a cumulative dividend of 10 per cent.; then the Ordinary shareholders were to receive a dividend of 10 per cent., and the surplus profits were to be paid equally to all the members of the company. The new articles were therefore invalid and must go, and for the future distribution must be made in the manner he had stated.

THE DEFENDANTS APPEALED.

The Master of the Rolls, in the course of his judgment, read the resolution and articles set out above, and said that the question was whether the Preference shareholders were entitled to anything beyond 10 per cent. What was the meaning in the resolution that the holders of Preference shares should be entitled to a cumulative preferential dividend of 10 per cent. per annum? It seemed to his Lordship that the ordinary meaning was that stated in the resolution, which defined and limited the dividend which the shareholders could take. His Lordship adopted the view taken in *Palmer's Company Precedents* (11th ed.), Part I, p. 814:—"It is generally assumed that where the preference shares are given a fixed preferential dividend at a specified rate, that implicitly negatives any right to take any further dividend." That assumption was, in his Lordship's opinion, well founded.

It was remarkable that, though preference shares had been known for over 50 years, there was not a single instance in which the question had been raised. The effect of the resolution entitled the Preference shareholders to 10 per cent. and no further right or interest in the profits. But it was said that the Court ought to see what, according to the true construction of the articles, was the position of all the shareholders of the company, and if it was found that all members of the company were entitled to share rateably in the profits the Court ought not to cut down the right of the Preference shareholders unless they found something to negative their right. His Lordship did not find in Article 115 anything which

would justify the Court in coming to such a conclusion. In matters in which a resolution was silent the articles would prevail, but when there was a resolution which, according to its true construction, contemplated the payment of a fixed dividend and a fixed dividend only to the Preference shareholders, that was an exclusion of Article 115 in the sense in which that article was relied on by the respondent.

THE PRACTICE OF THE STOCK EXCHANGE.

His Lordship had already stated that the contention of the respondent was one which had never before been raised in argument, but in the more modern company precedents in order to avoid doubt negative words were inserted. No doubt that was desirable, and if it had been adopted in the present case, the Court would have been deprived of the duty of listening to the arguments addressed to them. On the other hand, clear words were adopted giving the Preference shareholders further rights when that was desired.

Mr. Younger had urged that the true way of construing this resolution was that first the Preference shareholders got 10 per cent., then the Ordinary shareholders got 10 per cent., and then the surplus profits were to be equally divided among all the shareholders of the company. His Lordship thought that that would be an unjust position to arrive at, having regard to the terms of the resolution. The Court could not ignore altogether the practice of the Stock Exchange, and it was commonly recognized that Preferential stock carried a fixed dividend and nothing more. With great respect to Mr. Justice Joyce, his Lordship thought that his conclusion was wrong, and that the appeal must be allowed.

The Lords Justices also delivered judgments allowing the appeal.

THE TERM "MIKADO."

We have been asked whether it is considered "respectful" to speak of the Emperor of Japan as the Mikado. We may best answer the question, we think, by quoting the following somewhat lengthy paragraph from Mr. J. Morris' sketch of the late Emperor Mutsuhito in his "Makers of Japan":—

It may be useful here to explain that the title of Mikado by which his Majesty is perhaps best known to Europeans, although undeniably an appellation of great antiquity and in no degree derogatory, is in little use in Japan itself. Literally it signifies the "honourable gateway" or "entrance," and though in ancient times the designation, when applied to a ruler who dispensed justice from a seat at the entrance to his pavilion, may have been more or less an appropriate title, it may be also that as years went by the preference of the people for some term that should more definitely convey the idea of the sovereign's supremely exalted origin, according to their popular belief, led to the gradual adoption, in official documents, of the title of Tenno, and in common conversation of that of Ten-shi, terms which are in general use at the present day. The perpetuation of the term Mikado among foreigners, though almost obsolete among the inhabitants of the Ten-shi's realms, is on a par with the retention of the name "Japan" as that of the country itself, it being a survival of the "Jipangu" of Marco Polo, who thus alluded to it in writing an account of his travels. Marco Polo's book was prepared in 1290 at Genoa, and Jipangu was doubtless the traveller's rendering of the Ji-pen-kwoh of the Chinese, the name by which Japan is known to that nation to-day, and by which Marco Polo heard the island Empire spoken of some 600 years ago. To the Ten-shi's subjects their land is Nihon-koku, or Sun-origin Land, a term that is fairly translated, perhaps, as the Land of Sunrise. Ji-pen-kwoh, in Chinese, has precisely the same meaning, and the three ideographs employed are identical in Chinese and Japanese, the difference being one of pronunciation only. Though the dwellers in Nihon know as a rule by this time what is meant by Japan they always speak of their land as Nihon or Nipon, and though they know to whom strangers allude as the Mikado, they refer to his Majesty as the Ten-shi or Tenno. Nevertheless the term is in use abroad, though they have less to recommend them on the score of accuracy, either for country or ruler, bid fair to survive for generations.

ANCIENT CHINESE WRITING.

The British Museum has acquired a collection of animal bones inscribed with archaic Chinese characters of a more primitive type than any yet found even on the ancient bronzes. These bones were purchased some months ago by the authorities of the Museum. Owing to their extreme antiquity the characters have been deciphered only in part. Many of them, indeed, are far more primitive than any characters yet identified. It is clear, however, that these writings are the records or notes of inquiries made mostly by the king. The bones, having been inscribed with questions, were scored with hot irons, and the cracks which then appeared in the bones were interpreted according to certain rules of divination. The process of interrogation was carried out by professional diviners. The inquiries relate to such things as the prospects of rainfall, harvests, the fate of prisoners, hunting expeditions, change of residence, and so forth. One eminent authority inclines to assign the date of the inscriptions to the middle and the early part of the Chou dynasty, which lasted from B.C. 1122 to B.C. 249; but two modern Chinese critics attribute them to the Shang dynasty, which lasted from B.C. 1766 to B.C. 1122. In any case they are the oldest forms of Chinese writing that have survived.

INTIMATIONS

HUMOUR ON WRISTS, KNEES AND FEET

Doctor Said He Had Eczema as Bad as Anyone Could. Got No Rest. A Little Cuticura Ointment Cured Him.

"When my husband's eczema started first, it was a swelling in his face and he could hardly see out of his eyes. Then it started to come out in humours on his wrists, knees and feet which were the worst parts of all, the other parts of his body being broken out in spots. They irritated something shocking and he could get no rest with it. I sent for a sample of Cuticura Ointment and while I had sent for that a lady gave me some in a small tin, about as much as the sample tin. My husband used all but a very little so you see it didn't take much to cure him. "Before he tried the Cuticura Ointment he went to the doctor who said my husband had eczema as bad as anyone could, and gave him some medicine, but that did him no good. We think if it hadn't been for the Cuticura Ointment he would still have had eczema, but it soon went after using the Cuticura Ointment." (Signed) Mrs. E. E. Revere, Weymouth, Mr. Wickford, Essex, England, July 13, 1911. One of the most successful treatments for eczema, whether applied to the youngest infant or the oldest person, is not baths with Cuticura Soap and gentle sointings of Cuticura Ointment. For more than a generation, these pure, sweet and gentle emollients have proved the most efficient agents in the speedy and permanent relief of all forms of eczema, rashes, itching and irritations of the skin and scalp. A single set is often sufficient. Although Cuticura Soap and Ointment are sold throughout the world, a liberal sample of each, with 32-p. book on the treatment of skin and scalp affections, will be sent post-free on application to the nearest depot: F. Newbery & Sons, 27, Charterhouse St., London; R. Town & Co., Sydney, N. S. W.; Lemon, Ltd., Cape Town; Muller, Madelon & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., sole props., Boston, U.S.A.

8-19

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THE Company's Steamship "LAISANG" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 6th inst. will be landed at Consignee's risk and expense.

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Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 5th August, 1912. [15]

WANTED.

BY EUROPEAN FIRM doing large business in Imports and Exports, a COMPEADORE. Cash Security of at least \$50,000 required.

Apply to—
A. B.,
Care of "Daily Press" Office,
Hongkong, 30th July, 1912. [948]

SARAWAK GOVERNMENT COLLIERIES.

NOTICE IS HEREBY GIVEN that Mr. H. F. MAY has ceased to be General Manager of these Collieries and that Mr. THOMAS LEWIS has been placed in charge at Brooketon and Labuan.

This will cause no difference in the Supply of Coal to Ships either at Brooketon or Labuan Wharves.

By Order,
F. H. DALLAS,
Manager of Sarawak.
Sarawak, 22nd July, 1912. [955]

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Furnished or Unfurnished.

"LEWKNOR," No. 115, The PRINCE Possession October 16th, 1912. Full Particulars of Price or Rent can be obtained from—
Messrs. JOHNSON, STOKES & MASTER, Solicitors,
Prince's Buildings, Ice House Street, Hongkong, 26th July, 1912. [939]

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You will be delighted with the result.

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[30]

GRACA & CO.

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WITH
CHINESE DRESSES. [363]

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HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central, Corner of Zealand Street, Hongkong, Hongkong, 3rd August, 1912. [30]

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THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

[423]

PUBLIC COMPANIES

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY MEETING OF THE SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Macao, THIS DAY (TUESDAY), the 6th August, at 12 o'clock Noon, for the purpose of receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd July to 5th August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary. [905]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 17th day of August, 1912, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1912.

The REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 5th August, to SATURDAY, the 17th August, 1912 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager. [950]

Hongkong, 1st August, 1912.

TO LET

TO LET.

OFFICES in King's Building.

Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.,
Hongkong, 1st August, 1912. [121]

TO BE LET.

SHOPS AND OFFICES, IN ALEXANDRA BUILDINGS.

Apply—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings.

Hongkong, 22nd May, 1912. [123]

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ON SHAMSHEN, BRITISH COLONY.

SIX ROOMS and LARGE OFFICES, recently in occupation of Standard Oil. Best business situation.

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Canton, 3rd August, 1912.

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"GREENMOUNT," situated at 18, BONHAM ROAD. Newly renovated and comfortable for a suitable Residence. Nice View of the Harbour and Adjacent Islands. Reasonable Rent.

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Hongkong, 27th July, 1912. [941]

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SHOP with GODOWN attached, Nathan Road, Kowloon.

KOWLOON MARINE LOT No. 43 with WHARF.

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Hongkong, 10th July, 1912. [869]

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ON 2ND FLOOR, No. 2, PRINCE STREET, ONE-ROOMED OFFICE.

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JARDINE, MATHESON & Co., Ltd.,
Hongkong, 23rd May, 1912. [733]

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Hongkong, 5th August, 1912. [122]

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A DOZEN SYPHONS.

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TAKAO TAKAMICHI,
Manager.

Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

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N. J. STABB,
Chief Manager.

Hongkong, 23rd May, 1912. [19]

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WM. DICKSON,
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Hongkong, 12th April, 1912. [133]

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F. C. MACDONALD,
Manager.

Hongkong, 29th March, 1912. [909]

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E. J. H. VAN DELDEN, Acting Manager,

No. 8, Des Vaux Road Central, Hongkong, 17th May, 1912. [22]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ARCADIA."

Arrived Hongkong on 1st August, 1912.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—

THE ANEMIA OF MALARIA.

HOW MODERN SCIENCE CURES IT.

Among the most profound and persistent results of infection by the malarial germ, anemia takes a high place. The reason is obvious, for, to quote the old Bible words, "the blood is the life," and every part of the body has to rely on the vital stream for the elements of its nutrition and growth. When, therefore, the blood is deficient in the elements which build up the body, and in the number of its red corpuscles, as it always is after an attack of Malaria, the consequences are bound to be serious. Consideration of this fact explains readily why it is that children who have Malaria are so often stunted in growth, and why adults look prematurely old and suffer from marked nervous symptoms as well as from diseases of particular organs.

Before these conditions can be cured, it is obvious that the blood must be restored to perfect health. Quinine, which destroys the malarial parasite, cannot do this; and the crude forms of iron have proved to be equally useless, for doctors now know that iron can only properly be made use of by the system when it is in what they call the "organic form" and in "chemical combination." Besides this, that distinguished physician, Sir William Gowers, and other notable scientists, have proved that phosphorus plays a great part in the production of healthy blood. It, too, must be administered in the same "organic" form as iron, for most of the ordinary phosphorus preparations derange the digestion and so make the patient's later state worse than the first. Happily, a method has been discovered by which phosphorus can be given in the form in which it can be most easily made use of by the weakened and run-down body. This is by Sanatogen, which has, in a comparatively short time, achieved the greatest reputation of any nerve tonic food known to the world.

In addition to the organic form of phosphorus, Sanatogen contains the body-building part of pure milk, and thus contains all the iron which is found in milk. It is, therefore, an ideal preparation for improving the blood. How rapidly and completely it does this has been shown in innumerable cases quoted in the medical papers. Here is one from *The Medical Press and Circular*:—"A woman, who was so anemic that her red blood corpuscles numbered only 3,800,000 per cubic millimetre with hemoglobin 48 per cent., was placed on Sanatogen, and at the end of a fortnight her red blood cells had risen to 4,000,000 per cubic millimetre and the hemoglobin to 52 per cent."

Write for a copy of a most interesting booklet, "The Art of Living," by Dr. Andrew Wilson, which will be sent, free, to all mentioning this paper on application to Messrs. A. WILSON & Co., 6, Kiukiang Road, Shanghai.

Sanatogen can be obtained of all Chemists. [99-425]

SCIENTIFIC MISCELLANY.

MONEY THAT REALLY TALKS.

By photographic impressions on the edges of the paper, giving a finely serrated contour, banknotes and other documents of stated value are to be protected against fraud, according to the method of A. E. Bawtree, English inventor. The record of any desired words is obtained by moving a photographic plate under a spot of light reflected from a mirror-diaphragm at the end of a recording-horn, and this record can be transferred to the document paper by photo-engraving and electrotyping processes, giving a pair of shearing edges of the required contour. The recorded words are made audible as the effect of an air blast striking the serrated edges. The apparatus consists of a pair of slightly separated parallel plates, one with a fine slit opposite a round hole in the other, and as the paper is passed between the plates, the air forced through the slit strikes the diaphragm of a reproducing-horn over the round hole. For a direct record the document paper in contact with the stylus of a recorder diaphragm may be drawn along by rotating cylinders. For such a record only a very simple reproducing device is needed and it may consist of a plate through which projects the stylus of a reproducing-horn.

FLOODS CAUSED BY THE MOON.

A new instance of supposed connection of the moon with rainfall claims the support of high scientific authority. Heavy rains are said to occur in South Africa at intervals of 19 years, and this period coincides with the lunar cycle of maximum North and South Declinations. E. E. Nevill, late director of the Natal Observatory, finds an explanation in the moon's attraction. The theory is that a permanent cloud-belt is drawn along by the moon, and that as the moon nears its farthest point north the mass of clouds is made to impinge on the mountains in Natal, giving excessive rainfall.

OCCUPATIONAL DISEASES IN WAX.

The wax models of occupational diseases and industrial poisoning, which have attracted so much attention in Berlin, are to be transferred to the American Museum of Safety, New York, in the autumn. Dr. Sommerfeld will add some new models to the collection.

DISAPPEARING LIFE.

The rapid passing of forms once abundant is bringing slow conviction that animal as well as plant conservation is a crying need of this appallingly wasteful age. The disappearance of the great auk in 1844 gave warning; but this was followed by the tragedy of the buffalo, and now we seem to be in the midst of a war of extermination. Two splendid American birds are among the recent victims of man's recklessness. Of the Passenger or Wild Pigeon (*Ectopistes migratorius*) a single female, about 19 years old, belongs to the Zoological Society of Cincinnati, and is the only one discovered in the late extended search. Yet Wilson, the American ornithologist, estimated the number in a flock seen a century ago at more than 2,000 millions—a number greater than that of the present human population of the globe. Less than 20 years ago the bird was well known, and was mentioned by Newton's Dictionary in parts of the United States and Canada. Early in the last century the Carolina Parakeet (*Corvus carolinensis*) was familiar as far north as the Great Lakes. At the end of the century it had retired to the Gulf States, and is now known only by less than a dozen cage specimens.

SEED-FLIGHT IN PRACTICAL AVIATION.

The new aeroplane principle of Papin and Rouilly—called the gyropter—imitates the seed-vessels of the sycamore or plane tree instead of birds or insects. A great sail, somewhat inclined from the horizontal, rotates freely around the ear, which is suspended from the lower end. If the motor stops working, the ear, it is claimed, will descend on an even keel, the automatic rotation of the sail, from air pressure and gravity, having the effect of a gyroscope. The same machine has an engine of novel design. Compressed air from suitable orifices strikes against the driving shaft, and this is rotated just as water drives the whirling sprinklers now set on lawns.

GRITTY FOOD.

Excessive wear seen in teeth of adult skeletons of the early Stone Age is explained by Marcel Bandouin as due to sand or grit mixed with a food of roots and pottery-ground grains. Even greater wear is shown by the modern earth-eaters of Siam. This confirms the theory, and suggests that the prehistoric people were not intentional earth-eaters.

ARROW POISON FROM FROGS.

The arrow poison used by the Indians of Colombia has been found by V. Canessa and A. Loewy to be the secretion of the skin of a small frog. The arrows are eight inch palm spines, which are shot from a blowgun about fourteen feet long and the hunter carries the frog along in a hollow bamboo, in order that he may have the poison in a fresh condition. A simple prick of the skin yields the poison drop when needed. When one of the arrows enters the body of even a large animal, such as a jaguar, monkey or deer, paralysis quickly follows, and the victim is then easily killed. The use of the poison, it is said, does not affect the flesh of the animals killed, which is

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TELEPHONE 346.

CRETONNES

EXCLUSIVE DESIGNS

LOOSE FOR CURTAINS.
COVERS. WASHING
CUSHION MANTEL
COVERS. DRAPERIES.
BED VALANCES.

[636]

quite harmless when eaten. The two French naturalists have made experiments with the edible frog, *Rana esculenta*, showing that its skin exudes a similar poison when irritated, and that an extract prepared from the skin gives in guinea pigs the same symptoms as inoculation with the arrow poison.

DISEASE-CARRIERS IN DISGUISE.
The new type of disease-carrier discovered by M. Vaillard, Medical Inspector-General of the French Army, adds an unexpected difficulty in dealing with certain epidemics. The disease-carriers hitherto known have been individuals who have had such epidemic affections as diphtheria, typhoid fever, scarlet fever, and cerebro-spinal meningitis, and have retained the living germs months or years after the attack, or they have been persons spreading such infections as measles while in the incubation stage. The unconscious promoters of epidemics now found may carry and spread harmful bacteria—such as those causing cholera or diphtheria—without ever being attacked themselves by the disease.

PEAT-GAS POWER.

At the successful power-plant at Portadown, Ireland, the peat fuel is cut in the open air, and by open air drying the moisture is reduced to about 20 per cent. In this state the peat is fed into the hopper of the gas producer. The gas generated passes through a coke scrubber, an extractor separating the tar, a sawdust scrubber finishing the cleaning and cooling, and then to a gas-holder. An average of 275 brake-horse-power is developed by the gas engines, the peat required weekly being 30 tons, at a net cost—after deducting the value of the tar—of about \$21.

TRADE AND COMMERCE.

(N. D. Sethia & Co.'s Fortnightly Report.)

HONGKONG, 2nd August.
MALEWA OPTUM.—Market ruled firm. Chinese came forward in the market and purchased about 328 chests at prices from \$3,200 to \$3,400 per chest. Clearances during the fortnight of about 1,422 chests. Unsold stock about 6,751 chests. Closing quotations.—Malewa now \$3,150 to \$3,250; old \$3,300 to \$3,400. Market closed steady.

BENGAL OPTUM.—The higher rates ruling in Calcutta coupled with demand from the interior, and the strong attitude of the importers, prices show a sound advance, and business was reported in 130 chests of Patna now at \$3,000 to \$3,950, 19 chests of Patna old at \$3,400 to \$3,800; 6 chests of Benares new at \$4,000 and 35 chests of Benares old at \$3,400 to \$3,800, in all about 187 chests. Clearances during the fortnight of about 1,722 chests of Patna new, 78 chests of Patna old, 26 chests of Benares new, and 43 chests of Benares old, in all about 317 chests. Unsold stock comprises Patna new 473, Patna old 615, Benares new 65, and Benares old 404, in all about 1,557 chests. Unsold stock, Patna new 691 chests, Patna old 321 chests, Benares new 67 chests, Benares old 268 chests, in all about 1,260 chests. Closing quotations.—Patna new \$3,950, Patna old \$3,800, Benares new \$4,000 and Benares old \$3,800. Market closed firm.

COFFEE.—The last arrival of 100 fine Bengal was put in the market, which fetched \$30 to \$34 per picul. Stock nil.

YARN.—During the previous fortnight the Chinese had purchased about 27,000 bales and it was surmised that they will remain quiet, and will purchase in small lots, but the drop in the rate of Exchange brought them again in the market, and, in hope of a further rise in prices, began to purchase all desirable lots. During the fortnight business was done in—

700 Assur	103	1130
200 Bombay Cotton	12	159
200 Boverah	10	191
400 Coromandel	20	125
300	20	129
300 Crown	10	125
200	20	128
150 China	6	110
300 City of Bombay	20	135
250	20	155
150 Coorla	12	129
150	10	147
500 Currumbhoy	10	130
200	12	134
100	10	138
350	20	144
100 Cresent	12	139
500 David	10	138
250	20	155
100 Dawn	10	135
100 Empress (old)	20	129
200 (new)	10	129
100 Fuzilbhoj	12	139
160	20	158
400 Gold Mohour	10	134
450	20	152
125	10	135
500 Indo-China	10	128
300	12	130

50 Jamshed	10s	180
100 Jubilee	10s	187
200 Kohinoor	20s	161
100 Madhowdas	10s	144
100 Natanjee	10s	124
400	10s	159
100	20s	145
250 Moon	10s	144
200 Petit Mill	10s	133
250 Phoenix	10s	133
100	10s	144
300	20s	162
100 Pabany	10s	110
250	10s	129
200	12s	133
100 Sasoon	10s	131
100	10s	142
200 Sun	10s	131
100 Union	10s	131
100	20s	145
10 Swan	10s	130
100 Victoria	10s	138
400	20s	151

In all about 250 bales of No. 6s, 5,424 bales of No. 10s, 1,350 bales of 12s, 850 bales of No. 16s, and 3,900 bales of No. 20s, in all about 11,750 bales. Arrived during the fortnight about 7,500 bales. Unsold stock about 7,000 bales. Sold but uncleared stock about 12,000 bales (both spot and to arrive).

LOCAL YARN.—Sales are reported in 10s at \$185, 10s at \$142, and 20s at \$160, in all about 1,000 bales.

JAPANESE YARN.—Sales are reported in 10s at \$13, 10s at \$15, and 20s at \$161 to \$161, in all about 2,000 bales.

EXCHANGE.—(Closing Quotations.)

On India T.T. Rs.	147
On London T.T.	11/11
On Hongkong T.T.	11/11
Gold (100 fine)	\$35.65

SENDER ARTICLES.—In Import Goods a fair business is reported, in Hallibore at \$23 to \$25 per picul, Bazar Stone at \$10 per catty, Apricots at \$10 to \$14 per picul, Kismias at \$16 to \$18 per picul, Mavet at \$8 to \$10 per picul, Borneal at \$120 per picul, Cloves at \$38 to \$44 per picul, Fennel Seeds at \$51 per picul and Sanna Leaves at \$71 per picul. In Export good purchases were made in Zedary at \$104 per picul, Galangal at \$5 per picul, White Beans at \$84 per picul, Green Beans at \$91 per picul, Cassia at \$104 to \$114 per picul, Cassia oil at \$180 per picul, Star Aniseed at \$82 per picul, Ghee at \$36 per picul, Dry Ginger at \$103 to \$111 per picul and Turmeric at \$7 to \$8 per picul.

QUOTATIONS.—Import Goods.

Alces	12 to 20
Almonds	9 to 10
Apricots	9 to 10
Asafetida	0 to 25
B'Dellium	4 to 6
Bheabale	7 to 10
Bonax	14
Bornel	14
Borax Stone (per catty)	140
Cloves	30 to 40
Found Seeds	0 to 61
Gallnuts	24 to 25
Gonda Horns (catty)	130 to 170
Grapes (Angoor)	380 to 10
Gum Olibanum	7 to 10
Kismias	12 to 18
Hallibore	23 to 25
Ivory	200 to 750
Myrabolans	0 to 3
Onions (per basket)	0 to 2
Patchouli	05 to 70
Quicksilver	141 to 7
Mavet (Rainine)	8 to 104
Rosa Oil	70 to 90
Star Aniseed	5 to 38
Saffron	13 to 14
Sandalwood	13 to 30
Sanna Leaves	250 to 360
Java Sugar	7 to 8
Mauritius Sugar	5 to 6

Exports.

Bechnuts	51
Beans (White)	51
Bean oil	20
Beans (Green)	51
China roots (cleaned)	10 to 111
Campher	58 to 81
China roots (uncleaned)	58 to 81
Cardamom Seeds	24 to 30
Cassia	13 to 35
Cassia Oil	181 to 174
Groundnuts (with shells)	10 to 11
Ginger (dry)	13 to 15
Ginger (wet)	13 to 11
Galangal	5 to 7
Garlic	20 to 40
Human hair	20 to 7
Peppermint Crystals	1,700 to 175
Star Aniseed	32 to 30
Tea Oil	330 to 25
Sugar (Refined)	13 to 104
Turmeric	7 to 81
Vermillion	70 to 7
Walnuts	15 to 25
Wax	25 to 23
Wood	104 to 104
Zedoary	104 to 104

HUMPEREY TAYLOR & CO'S LIQUEURS

are the finest produced. Humphrey Taylor & Co. are the only English Distillers of Liqueurs and the only Liqueur distillers who have ever received the Royal Warrant of appointment to a British King.

TRY one of the following and we are sure you will not be disappointed

Aniseed, Blackberry Brandy, Cherry Brandy, Cherry Whisky, Bramante (Tangerine Brandy), Nectareuse (Nectarine Brandy), Pescarino (Peach Brandy), Pricota (Apricot Brandy), Zinziber (Green Ginger Liqueur), Curacao (Orange and White) Kummel, Maraschino PEPPERMINT (Starboard Light) Kirschenwasser.

GARNER, QUELCH & Co.,

TELEPHONE 111

SOLE AGENTS.

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Van Houten's Sir!

VAN HOUTEN'S COCOA



As a precaution against the constant risk of infection, remember that washing with

CALVERT'S No. 5 Carbolic Soap

is a healthy habit, for either personal use or household purposes—and it is not expensive.

Local Dealers sell it. Makers—F. C. CALVERT & CO., Manchester, England.

TO CORPORATIONS, COMPANIES AND WELL-ESTABLISHED PRIVATE ENTERPRISES REQUIRING CAPITAL.

THE INVESTMENT REGISTRY LTD.

2, Waterloo Place, London, England

(established 1880—invested funds, £30,000,000)

is prepared to purchase for cash existing, or to be created, issues of Bonds or Debentures well secured on sound revenue-producing properties, both as to capital and income.

No speculative propositions entertained.

Smallest transactions considered, £40,000; largest, £400,000. Only principals or their representatives corresponded with; Agents ignored. Booklet explaining how millions of pounds sterling have already been invested; advantages offered to borrowers and particulars required, will be sent only to principals or their representatives, on application in English, French, German or Spanish, to the—

Purchase Department, INVESTMENT REGISTRY LTD., 2, Waterloo Place, London, S.W., England.

法交機代四司契備士啟
文東多表萬自據款他英
德主百入務承等三利英
文成萬交至願買十兆揭倫
信代務易多必承限有敦
交理英但四但須發和打
人金計十做物金公勞街
本欲計十做物金公勞街
限各詳理務頭安有各
公債細人英起發安有各
便款及交金跌有物一
安章借本為生利股八
程款利公祇意息份百
寫益司與交方萬十
英均放東交合照千
字可債主易本文平
或呈至或以公議設支
用

"LOOK ALIVE!"

Is one of the many casual every day injunctions wherein folks much unnoticed wisdom. The man who looks alive is always and everywhere successful. In business it is the "live" man who gets to the top; in society it is the active, graceful, agreeable person who is most successful; in the domestic circle it is the cheerful member who most completely wins and holds our affection. Therefore look alive! If you are suffering from anything which robs you of your healthy alertness attend to the trouble at once and don't rest until a cure is effected. If you suspect that dyspepsia or any disordered state of the stomach, liver, or bowels, is sapping your vitality, it is certain that without delay, you should

TAKE

BEECHAM'S PILLS.

Sold everywhere in boxes, price 9d. (36 pills), 1/1 (56 pills) and 2/6 (144 pills).

[170-4]

MARTIN'S
APIOL-STEEL
PILLS

For the cure of all ailments of the blood, such as Anemia, Chlorosis, Leucemia, etc. It is a powerful blood purifier and a most effective remedy for all diseases of the blood.

GRIMAULT'S
SYRUP

OF
HYPOPHOSPHITE OF LIME

FOR
STUBBORN COUGHS
BRONCHITIS
WEAK LUNGS
CATARRH
CONSUMPTION

THE NEW FRENCH REMEDY, No. 1 & 2
THERAPION

For the cure of all ailments of the blood, such as Anemia, Chlorosis, Leucemia, etc. It is a powerful blood purifier and a most effective remedy for all diseases of the blood.

報新外中港香
CHUNG NGOI SAN PO
(Chinese Daily Press)
PUBLISHED DAILY.
Is the oldest and still immeasurably the best
Advertising medium among the
Native Community.
Established for over FIFTY YEARS
Circulates largely throughout Southern China
Indo-China, etc.
Terms for Advertising (Translation free) can
be obtained at the Office, 10A, Des Voeux Road
Central, Hongkong 131, Fleet Street, London
or from the different Agents.
Documents translated from or into Chinese
or colloquial Chinese.

THE BANK LINE

REGULAR SERVICE FROM HONGKONG TO
VICTORIA, VANCOUVER,
B.C., SEATTLE &
TACOMA.
VIA
SHANGHAI AND JAPANESE PORTS.
CARRYING CARGO ON THROUGH BILLS OF
LADING TO ALL OVERLAND COMMON PORTS.

S.S. "LORD DERBY" 7,000 tons, Sailing Aug. 15th

To be followed by other Steamers of the Company at
regular intervals.
Calling at AMOY and KEELUNG if sufficient
inducement offers.
The BANK LINE Steamers are of the Newest Design,
have most Commodious Accommodation, and are fitted with
Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Ports.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
Telephone No. 780. King's Building, Praya Central

ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS
TO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... On 10th Sept.

And regularly thereafter.
For Rates of Freight or Passage, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE
TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.

PROPOSED SAILINGS

FROM HONGKONG: ... FROM COLOMBO: ... 10th August.

For Rates and Further Information, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers
CALCUTTA.

For Rates of Freight and Further Particulars, apply to—
THE BANK LINE, LIMITED,
MANAGING AGENTS, [42-43-44]

GOING HOME.

**A HOLIDAY AT HOME AND A WAY
TO GET THERE THAT'S A HOLIDAY
WHY NOT**

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of
California, of Colorado, and the fascinations of Niagara, San Francisco,
Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,
of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestras.
Meals for epicures under the superintendence of caterers of International Reputation.

The Cost: is not more by this route with its unrivalled opportunities,
than by any other route. For a return ticket to London
the cost is but £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £43 to London (return ticket £74)
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular
Civil Service, on application.

STEAMERS	Tons	Starting	1912
MONGOLIA	27,000	TUESDAY	6th Aug., at 1 P.M.
PERSIA	9,000	TUESDAY	27th Aug., at 1 P.M.
KORFA	18,000	TUESDAY	3rd Sept., at 1 P.M.
SIBERIA	18,000	TUESDAY	17th Sept., at 1 P.M.
CHINA	10,000	TUESDAY	24th Sept., at 1 P.M.
MANCHURIA	27,000	TUESDAY	1st Oct., at 1 P.M.
NILE	11,000	TUESDAY	15th Oct., at 1 P.M.
MONGOLIA	27,000	WEDNESDAY	23rd Oct., at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite the Blake Pier).

FRED J. HALTON, AGENT.

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**HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 6th August, 1912.	
8 a.m. "HONAM."	8 a.m. "HEUNGSHAN."
10 p.m. "FATSHAN."	5 p.m. "KINSHAN."
WEDNESDAY, 7th August, 1912.	
8 a.m. "HEUNGSHAN."	8 a.m. "HONAM."
10 p.m. "KINSHAN."	5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO. Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG. Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 11th August.
The Company's Steamship "SUI AN,"
Will depart from the Company's WING LOK STREET WHARF at 9 a.m.
Departure from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer leaving Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SALNAM," 538 tons, and S.S. "NANNING," 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANUI." These vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [143]

TOYO KISEN KAISHA

TRANS-PACIFIC

**WESTERN PACIFIC
DENVER AND RIO GRANDE**

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.
S.S. TENYO MARU ... 21,000 tons.
S.S. CHIYO MARU ... 21,000 tons.
S.S. SHINYO MARU ... 21,000 tons.

AND
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and
free newspaper containing World's happenings by wireless.

**WESTERN PACIFIC—DENVER AND
RIO GRANDE.**

The T.K.K. liners connect at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourist Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canyon and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers
and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 626.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT,
17, WATER STREET, YOKOHAMA,
AND KING'S BUILDING, HONGKONG

**SWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG.**

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	Tons	DATE OF SAILING.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"NIPPON"	7,300	About 20th Aug.

For Freight and Further Particulars, apply to
TELEPHONE No. 171.
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE.

via BRISBANE, PENANG, COLOMBO, ADEN, SUVA and PORT SAID.

S.S. "BOHEMIA," 7,300 tons, will leave as above on 19th August.

S.S. "AFRICA," 8,300 tons, will leave as above on 19th September.

Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.

ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN.

TO SHANGHAI.

S.S. "AFRICA," 8,300 tons, will leave as above on 4th September.

Cheap rates, Hongkong-Shanghai, £5 1st, £4 2nd, £2 3rd Class.

Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.

No surtax, no tips, no inside cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE TO TRIESTE, POME AND VENICE.

via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUVA and PORT SAID.

S.S. "VORWAERTS," 12,900 tons, will leave as above on 1st September.

TO YOKOHAMA, KOBE via SHANGHAI.

S.S. "AUSTRIA," 14,300 tons, will leave as above on 28th August.

Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black
Sea, also to North and South America. For information apply to
SANDER, WIELER & Co., Agents,
Hongkong, 2nd August, 1912. [155]

NOTICE.

RUSSIAN VOLUNTEER FLEET.

PROJECTED SAILINGS FROM HONGKONG:

HOMeward.	OUTWARD.
VIA SINGAPORE, PENANG, COLOMBO, JIBUTI, HOBEIDA, JEDDAH, PORT SAID, BEYROUT, CONSTANTINOPLE, THEODOSIA, BATOUN, ODESSA.	VIA NAGASAKI, VLADIVOSTOK.
The s.s. "PERM" 4149 R.T. Commander J. Kahani, will leave Shanghai on Saturday, the 3rd August, is expected to arrive at Hong- kong about the 7th August. This Steamer has only 50,000 c. ft. of free space for European Cargo. Shippers are kindly requested to book their Cargo at the Office of the R. V. F. as soon as possible for necessary calculation.	The s.s. "NIJNI NOVGOROD" 3367 R.T. Commander S. Kostromitich, is ex- pected at Hongkong about 31st July. As the above Steamer is fully loaded for Vladivostok only a small quantity of Cargo can be shipped here. Cargo can be booked at the Office of the R. V. F. conditionally and the S/O can be issued only after the arrival of the Steamer.

For further particulars, apply to

CAPTAIN D. A. LUKHMANOFF,
AGENT,
RUSSIAN VOLUNTEER FLEET.

Hongkong, 1st August, 1912.

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PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 9th Aug., 4 p.m.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 19th Aug., 4 p.m.

For Freight or Passage, apply to **SHEWAN, TOMES & Co.,** General Managers,
Hongkong, 1st August, 1912. **PHILIPPINES S.S. CO.** [13]

**BRITISH INDIA S. N. CO., LTD.
APCAR LINE.**

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "ARRATOON APCAR" 4450 tons, Capt. R. F. Thomson, will be despatched
to KOBE and MOJI (YOKOHAMA if sufficient inducement offers) on 7th Aug., at 4 p.m.
S.S. "JELUNGA," 3361 tons, will be despatched to SHANGHAI, KOBE and
MOJI on 18th August.

WESTWARD.

S.S. "DILWARA" 5378 tons, Capt. W. J. Bishop, will be despatched for
SINGAPORE, PENANG and CALCUTTA on 15th August.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted
with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to **DAVID SASSOON & CO., LTD.,**
Hongkong, 6th August, 1911. AGENTS. [592]

**MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.**

BRITISH

Alacrity, despatch-boat, 1700 tons, 4 guns, 2,000
l.b.p., Comdr. Lamb, C.L., Weihaiwei.
Atlas, admiral's tug, 615 tons, 1,400 i.h.p.
Weihaiwei.
Bramble, gunboat 710 tons, 900 i.h.p. Lieut.
Comdr. B. E. Frichard, Kiangsu.
Britomart, gunboat, 710 tons, 900 h.p. Lieut.
Comdr. W. H. Darvall, Hongkong.
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400
l.b., Comdr. Hugh P. F. Williams,
Hankow.
Cherub, water tank and tug, 393 tons, i.h.p. 340
Master W. Smith, Hongkong.
Jlio, British sloop, 1,070 tons, i.h.p. 1,400
Comdr. H. R. Vase, Canton.
Fame, torpedo-boat destroyer, 340 tons,
guns, 5700 i.h.p., Lt. Comdr. H. S. Monroe,
Hongkong.
Handy, torpedo-boat destroyer 295 tons, 6 guns,
4,000 l.b., Lieut. Comdr. Brickenden,
West River.
Janus, torpedo-boat destroyer, 320 tons, 6 guns,
3,900 h.p., Lieut. Comdr. Maxwell, Hong-
kong.
Kent, armoured cruiser, 9,800 tons, 14 guns,
i.h.p. 22,000, Capt. Allen T. Hunt, Wei-
haiwei.
Kinsha, river gunboat, 616 tons, i.h.p. 1,200
Lt. Comdr. H. Marryatt, Hankow.
Meria, surveying ship, 1,070 tons, 6 guns, 1,400
l.b.p., Capt. F. C. C. Pasco, Surveying Duties
Minotaur, armoured cruiser (flagship) Vice-
Admiral Sir A. L. Wintles, K.C.B.
C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000
Capt. G. C. Cayley, Weihaiwei.
Mormouth, armoured cruiser, 9,800 tons, i.h.p.
22,000, Capt. B. H. F. Bartlett, M.V.O.,
Weihaiwei.
Moorhen, river gunboat, 180 tons, 2 guns
i.h.p. 800, Lieut. Comdr. G. P. Loth,
West River.
Newcastle, 2nd class cruiser, 4,800 tons, turbine,
22,000 F.D., Captain George P. E. Hunt,
D.S.O., Shanghai.
Nightingale, river gunboat, 85 tons, 243 h.p.
Lt. Comdr. Malcolm Murray, R.N., Yang-
tze.
Otter, torpedo-boat destroyer, 385 tons, 6 guns
6,300 i.h.p., Lieut. Comdr. Chambers, Wei-
haiwei.
Pegasus, protected cruiser, 2,135 tons, i.h.p.
5,000, (7,000 F.D.), Comdr. F. H. Mitchell,
Weihaiwei.
Prometheus, 3rd class cruiser, 2,135 tons, i.h.p.
5,000, Comdr. H. Luxmore, Amoy.
Ribble, T.B.D., 590 tons, 7,500 F.D., 6 guns,
Lt. Comdr. E. J. G. Mackinnon, Wei-
haiwei.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lt. Comdr. Allen Dixon, West River.
Rosario, depot ship for Submarines, 950 tons
i.h.p. 1,400, Lt. Comdr. N. B. Archdale,
Hongkong.
Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. I. A. S. H. Hutton,
Hongkong.
Snipe, river gunboat, 85 tons, 2 guns 240 h.p.,
Lt. Comdr. Maurice B. Leslie, Yangtze.
Taka, torpedo boat destroyer, 505 tons, i.h.p.
6,000, Gunner E. J. Tello, Hongkong.
Tamar, receiving ship, 4,650 tons, 6 guns,
Commodore R. Anstruther, Hongkong.

PASSED THE CANAL.

June 25th—Braemar, Bulova,
Candia, Carmathenshire, Matoppo,
Peshawur, Vandalia, Yangtze. 25th—
Ernest Simons, Nubia, Arcadia, Baron
Driesen, Schuytkill, Neleus, Patricia.
2nd—Benueze, Borneo, Calchas, Flin-
shire, Luton, Yaddo, Kiet, 5th—
Kiano Maru, Suifu, Pitan, Tolomachus.
9th—Bohemia, Coblen, Himalaya, Mun-
caster Castle, Baron Ogilvy. July 12th—
Aleinova, Perseus, Sardinia, Sithonia,
Tranguebur. 16th—Belgravia, Glenloch,
Hyson, Indrasamha, Kleit, Nera,
Scandia, Africa, Arabien. 19th—Achil-
les, Bayern, Benader, Derflinger, Iyo
Maru, Peiho, Peleus. 23rd—Antenor,
Atuta Maru, Ceylon, Lothian, Nippon,
Pathan, Syria, Walton Hill. 26th—
Machanon, Nore Ulyses, Pisa. 31st—
Caledonian, Prinz Ludwig, Prometheus,
Salazie, Tydeus. August 2nd—Panto-
mond, Hirono Maru, Palma, P. E. Fried-
rich, Seneca, Stentor, Den of Glamis.

ARRIVALS AT HOME.

August 2nd—Andalusia, Derflinger,
Hector, Schuytkill.

ON SALE.

HONGKONG HANSARD REPORTS
of the MEETINGS OF THE
LEGISLATIVE COUNCIL for the
Session 1912.

REVISED BY THE MEMBERS.

PRICE - - - \$5.

DAILY PRESS OFFICE,
Hongkong, 6th March 1912.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PERA (Capt. S. Finch, R.N.R.)	10 A.M. 7th Aug.	Freight only.
SHANGHAI, MOJI, KOBE, SARDINIA and YOKOHAMA	ASSAYE (Capt. C. C. Talbot, R.N.R.)	Noon, 7th Aug.	Freight and Passage.
SHANGHAI	ASSAYE (Capt. G. W. Cookman, R.N.R.)	About 15th Aug.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	ARCADIA (Capt. S. Barcham)	Noon, 17th Aug.	See Special Advertisement.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 6th August, 1912

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG	"SINGAN"	On 6th Aug. 10 A.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 8th Aug. 4 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"KUEICHOW"	On 8th Aug. 4 P.M.
SHANGHAI	"CHENAN"	On 8th Aug. 4 P.M.
SHANGHAI	"LINAN"	On 10th Aug. 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 13th Aug. 4 P.M.
SHANGHAI	"CHINHUA"	On 15th Aug. 4 P.M.
SHANGHAI	"ANHUI"	On 17th Aug. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LITAN" and S.S. "SANTU".
AUSTRIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. RED CED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "FAMING". Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Load Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLES \$45.....RETURN \$75.

NEW SERVICE—SHANGHAI to ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 6th August, 1912. TELEPHONE 35. [8]

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

MAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. PISA ...	15th August
S.S. O. J. D. AHLERS ...	22nd August
S.S. C. FERD. LAEISZ ...	11th Sept
S.S. ARCADIA ...	24th Sept

For Further Particulars, apply to—

For BOSTON & NEW YORK:
S.S. AMERICA ... 31st Aug.
HAMBURG-AMERIKA LINIE,
Hongkong Office. [10]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG" ...	Capt. J. S. Roach ...	WED'DAY, 7th Aug., at 12 A.M.
"HAIYANG" ...	Capt. A. E. Hodgins ...	SATURDAY, 10th Aug., at 5 P.M.
"HAIYANG" ...	Capt. W. O. Peckmore ...	TUESDAY, 13th Aug., at 11 A.M.

These Steamers "Haitan" and "Haiyang" will not call at Swatow.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ...	Capt. J. W. Evans ...	TUESDAY, 6th Aug., at 4 P.M.
--------------	-----------------------	------------------------------

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

During the months of July and August—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 6th August 1912. [7]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN ...	On 9th Aug.	On 17th Aug. Noon.
ALDENHAM ...	On 23rd Aug.	On 31st Aug. Noon.
EMPIRE ...		On 14th Sept. Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

56

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU TENYO MARU.

Speed 21 KNOTS, Displacement 11,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU ...	A. G. Stevens	TUESDAY, 13th Aug., Noon.
TENYO MARU ...	R. Bent	TUESDAY, 20th Aug., at Noon.
SHINYO MARU ...	H. S. Smith	TUESDAY, 10th Sept., at Noon.
CHIYO MARU ...	W. W. Greene	TUESDAY, 8th Oct., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on TUESDAY, the 13th August, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TENANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

STEAMER	Tons	DATE OF SAILING.
KIYO MARU ...	17,500	TUESDAY, 6th Aug., 5 P.M.
BUYO MARU ...	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU ...	11,000	TUESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—TO OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier)

2471

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 6th Aug., at 1 P.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Sept., at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 3rd Oct., at 1 P.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Sept., at 1 P.M.
	"PANAMA MARU"	6,069	TUESDAY, 15th Oct., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle

Vancouver, Portland, and San Francisco:—

From Manila ...	G. \$130.00
From Hongkong, Shanghai and Keelung ...	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama ...	G. \$ 95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ...	G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING via SWATOW and AMOY	"MIYAJIMA MARU"	WED'DAY, 7th Aug., at 10 A.M.
TAMUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 11th Aug., at Noon.

N.B.—The Co.'s Coast-Line and Formosa Line of Steamers, will arrive and depart from Soon Yip Co.'s wharf (near the Harbour Office, Praya Central). For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIRAI,
MANAGER.

7178-7

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

WIRELESS

TONKIN

FAST LINE.

in 53 hours.

S.S. "SI-KIANG" Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 14th Aug., 1912, at 9 A.M.

For Passengers and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
ARCADIA ... 7000	August 17	MONGOLIA 10000	Sept. 15	Sept. 21
ASSAYE ... 7500	August 31	MEDINA 12500	Sept. 23	Oct. 4
INDIA ... 8300	September 14	MALWA 11000	Oct. 12	Oct. 18
DEVANHA ... 8000	September 28	MOOLTAN 10000	Oct. 25	Nov. 1
CHINA ... 8000	October 12	MACEDONIA 10500	Nov. 9	Nov. 15
DELTA ... 8000	October 26	MOEPA 11000	Nov. 23	Nov. 29
IVIA ... 8000	November 9	HARMONA 10500	Dec. 7	Dec. 13
ASIAE ... 7500	November 23	MOLDAVIA 10000	Dec. 21	Dec. 27

Passengers change Steamers at COLOMBO, and then for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd " £43.10 " £72.12 " £67.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES

1st CLASS PASSENGERS

STEAMERS	Tonnage	Leave HONGKONG about	Due LONDON about
NUBIA ...	6000	September	October 19
SARDINIA ...	7000	September 18	November 2
NAMUR ...	6700	October 16	December 1
NANKIN ...	7000	October 30	December 15
NYNANZA ...	6700	November 13	December 29

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd " £38.10 " £57.4 " £57.4 "

For further Particulars, apply to—

H. W. D. SHALLARD,
ACTING SUPERINTENDENT.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	AKI MARU Capt. B. Kon.	12,000	WED'DAY, 14th Aug., at Daylight.
	MISHIMA MARU Capt. A. E. Moscos	16,000	WED'DAY, 28th Aug., at Daylight.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	YOKOHAMA MARU Capt. N. Noda.	12,500	TUESDAY, 13th Aug., at 4 P.M.
	INABA MARU Capt. S. Tomioka	12,500	TUESDAY, 27th Aug., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. N. Yagi.	9,600	FRIDAY, 30th Aug., at Noon.
	KUMANO MARU Capt. M. Winkler.	9,600	FRIDAY, 27th Sept., at Noon.
BOMBAY via SINGAPORE and COLOMBO	KAWACHI MARU Capt. Christiansen.	12,000	MONDAY, 19th Aug.
KOBE and YOKOHAMA	ATSUTA MARU Capt. J. Nagao.	16,000	WED'DAY, 14th Aug., at P.M.
SHANGHAI, MOJI and KOBE	COLOMBO MARU Capt. Kamoshita.	5,000	WED'DAY, 14th Aug.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU Capt. M. Winkler.	9,600	WED'DAY, 28th Aug., at Noon.
SHANGHAI and KOBE	JINSEN MARU Capt. Maclida.	4,000	MONDAY, 12th Aug.

§ Fitted with New System of Wireless Telegraphy.

† Cargo only

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"HIROSHIMA MARU," 4,000 tons, Capt. Hirase, Saturday, 10th Aug.
"TOSA MARU," 6,000 tons, Capt. T. Sato, Saturday, 24th Aug.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st Class	\$135	\$122	\$108	\$95
2nd "	\$ 81	\$ 75	\$ 65	\$ 57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

[12-13-435]

WHY WORK ONE HOUR

if the same work can be done

IN A QUARTER OF AN HOUR!

BUY A

"BRUNSVIGA"

CALCULATING MACHINE

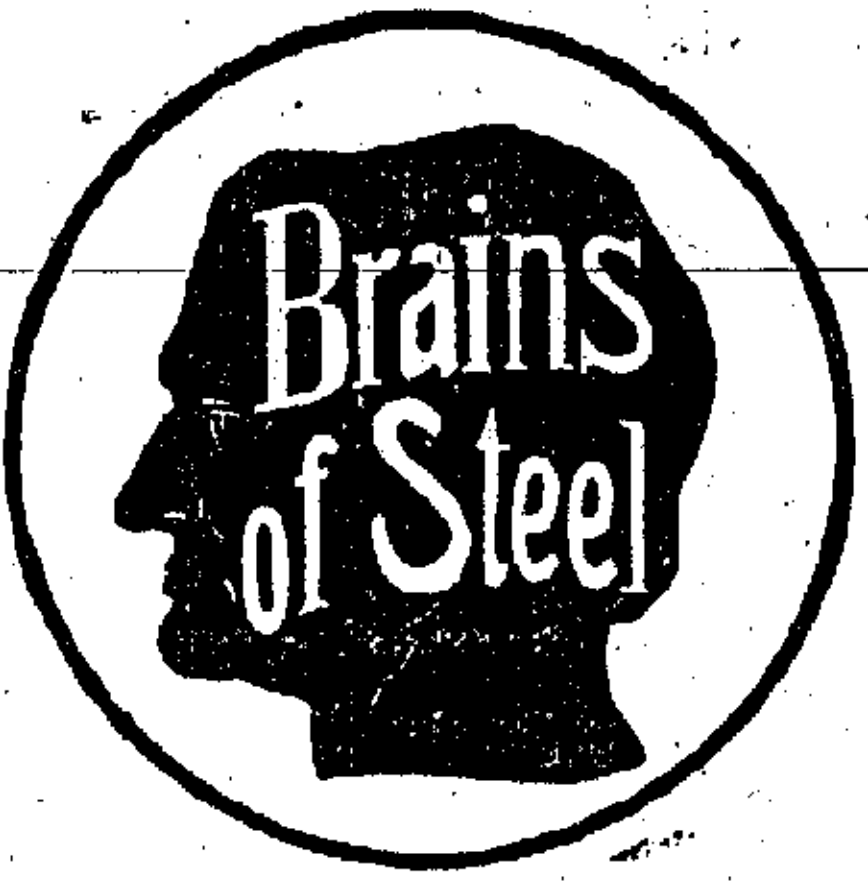
and you will save time and headache.

GENERAL AGENT FOR HONGKONG AND CHINA:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 980.

Hongkong, 2nd August, 1912.



\$220.

If you buy a

"CONTINENTAL"

Your

PRESENT

TYPEWRITER

will be taken as part-payment valued to its condition.

Will be sent for inspection on application.

HUGO C. A. FROMM,

4, QUEEN'S BUILDINGS.

Hongkong, 2nd August, 1912.

[48-15]



OBTAINABLE FROM—

THE SINCERE CO., LTD.,

SUB-AGENT FOR HONGKONG.

Hongkong, 2nd August, 1912.

[48-22]

POST OFFICE NOTICE

* Only fully prepaid Letters and Post Cards are transmissible by the SIBERIAN ROUTE TO EUROPE.

Letters for this route should be superscribed via SIBERIA.

FOR	PER	DATE	TIME
Holbow, Haiphong, Peking and Saigon	Singon	Tuesday, 6th	9.00 A.M.
Japan via Kobe	Arratoon Apar...	Tuesday, 6th	10.00 A.M.
Swatow, Amoy and Foochow	Haitan	Tuesday, 6th	10.00 A.M.
Formosa via Keelung, Japan via Nagasaki, Victoria and Tacoma	Seattle Maru	Tuesday, 6th	11.00 A.M.
Formosa via Keelung, Shanghai, NORTH CHINA, JAPAN, HONGKONG, UNITED STATES, CANADA AND SOUTH AMERICA via SAN FRANCISCO (EUROPE VIA SIBERIA)	Mongolia	Tuesday, 6th	11.00 A.M.
Philippine Islands	Loongang...	Tuesday, 6th	1.00 P.M.
Macao	Sui Tai	Tuesday, 6th	1.15 P.M.
Japan via Moji, Honolulu and South America	Kiyo Maru	Tuesday, 6th	4.00 P.M.
Swatow, Amoy and Formosa via Amoy	Miyajima Maru	Wednesday, 7th	9.00 A.M.
Straits and Borneo	Fukata	Wednesday, 7th	10.00 A.M.
Swatow	Haiman	Wednesday, 7th	10.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT AND EUROPE VIA NAPLES (Late Letters 11 to 11.30 A.M. Extra postage 10 cents)	Princess Alice	Wednesday, 7th	11.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)			
Macao	Sui Tai	Wednesday, 7th	1.15 P.M.
Philippine Islands	Kaifong	Wednesday, 7th	3.00 P.M.
Japan via Kobe	Chongqing	Thursday, 8th	11.00 A.M.
Hatsumi, Samarang, Sourabaya and Makassar	Loongang	Thursday, 8th	11.00 A.M.
Macao	Sui Tai	Thursday, 8th	1.15 P.M.
Shanghai and North China	Chenai	Thursday, 8th	3.00 P.M.
Welhaiwei, Chiocho and Tientsin	Kueichow	Thursday, 8th	3.00 P.M.
Swatow, Amoy and Foochow	Haitan	Friday, 9th	10.00 A.M.
Macao	Sui Tai	Friday, 9th	1.15 P.M.
Philippine Islands	Rubi	Friday, 9th	3.00 P.M.
Philippine Islands, Angaur, Yap, Friedrich Wilhelmshafen, Rabaul, Herberabohu, Metrop. Australia, Tasmania and New Zealand via Brisbane	Coblenz	Saturday, 10th	8.00 A.M.
Philippine Islands	Yuensang	Saturday, 10th	1.00 P.M.
Macao	Sui Tai	Saturday, 10th	1.15 P.M.
Shanghai and North China	Linan	Saturday, 10th	5.00 P.M.
Straits and India via Calcutta	Kumsang	Monday, 12th	11.00 A.M.
Swatow, Amoy and Foochow	Haitan	Tuesday, 13th	10.00 A.M.
Straits and Bombay	Ischia	Tuesday, 13th	10.00 A.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT AND EUROPE VIA MARSILLES (Late Letters 11.00 to NOON Extra Postage 10 cents)	Armand Behio	Saturday, 17th	11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)			
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)			
The Parcel mail will be closed on Friday, the 16th inst. at 5 p.m.			

COMMERCIAL.

CLOSING QUOTATIONS.

August 3rd

ON LONDON—	
Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days' sight	1/11 1/2
Bank Bills, at 4 months' sight	1/11 1/2
Credit, at 4 months' sight	2/11
Documentary Bills 4 months' sight	2/11
ON PARIS—	
Bank Bills, on demand	249
Credit, at 4 months' sight	243 1/2
ON GERMANY—	
On demand	202
ON NEW YORK—	
Bank Bills, on demand	48 1/2
Credit, at 60 days' sight	49 1/2
ON BOMBAY—	
Telegraphic Transfer	147 1/2
Bank, on demand	147 1/2
ON CALCUTTA—	
Telegraphic Transfer	147 1/2
Bank, on demand	147 1/2
ON SHANGHAI—	
Bank, at sight	73 1/2
Private, 30 days' sight	74 1/2
ON YOKOHAMA—	
On demand—Pecos	97
ON SINGAPORE—	
On demand	84 1/2
ON BATAVIA—	
On demand	118 1/2
ON HANKOW—	
On demand	7 1/2 p.m.
ON HONGKONG—	
On demand	77
ON BANGKOK—	
On demand	77
SOVEREIGNS, Bank's Buying Rate	\$10.05
GOLD LEAF, 100 fine, per tola	\$52.30
BAR SILVER, per oz.	27 1/2

SUBSIDIARY COINS.

per cent

Chinese	20 cents pieces	\$6.68 discount
Chinese	10 "	\$7.23 "
Hongkong	20 "	\$5.70 "
Hongkong	10 "	\$6.95 "

MAILS VIA SIBERIA.

London	Shanghai
July 17th	August 3rd
July 20th	August 6th

SHARE LIST.—QUOTATIONS.

HONGKONG, 3RD AUGUST, 1912.

STOCKS.	NO. OF SHARES.	VALU.	PAID UP	CLOSING QUOTA TIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	{830, sellers L'don £83 10/
China Bank Company, Limited	60,000	\$12	all	{83, buyers
China Light and Power Company, Limited	50,000	\$5	all	{24
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	{83, sellers
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 95 1/2
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$22
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$61, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$46, sales
New Amoy Dock Co., Limited	10,000	\$64	all	\$64
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 50
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 93
Green Island Cement Co., Limited	400,000	\$10	all	\$44, sellers
Hongkong Electric Co., Limited	60,000	\$10	all	\$22 1/2, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$113, buyers
Manila Metropolitan Hotel Limited	8,000	\$25	all	\$74 1/2, buyers
Hongkong Ice Company, Limited	15,000	\$25	all	\$27, sales
Hongkong Rope Manufacturing Co., Limited	50,000	\$10	all	\$194, buyers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$3, sellers
INSURANCE.—				
Central Insurance Office Co., Limited	10,000	\$250	\$50	\$240
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$132, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$100
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$354, sellers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 130
Union Insurance Society, Limited	12,400	\$250	\$100	\$800, sellers
Yangtze Insurance Association, Limited	12,300	\$100	\$60	\$195, Ex 73
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$102, x. div. sel.
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$785, sales
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$34, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 86
West Point Building Co., Limited	12,500	\$50	all	\$54, x. div.
Matchless tot Mija. Boesh-on (Landbouw exploitatie in Langkat)	25,000	Gds. 10	all	Tls. 62, sellers
MINING.—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	33/6
Tronoh Mines, Limited	150,000	\$1	all	73/1, buyers
Heawood Tin and Rubber Estate, Ltd.	715,280	\$1	all	4/5
Bamb Australian Gold Mining Co., Ltd.	250,000	\$1	all	2/4
Peak Tramways Co., Limited	50,000	\$10	all	\$104, buyers
Philippine Co., Limited	75,000	\$10	all	\$1
RAFFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$118, sellers
Luon Sugar Refining Co., Limited	7,000	\$100	all	\$321, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$9, sellers
Donghai Steamship Co., Limited	20,000	\$50	all	\$26
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$27
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	\$71, L'don sol. £7
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	101/1, buyers
Star Ferry Company, Limited	2,000	\$10	all	\$40, buyers
South China Morning Post, Limited	6,000	\$25	all	\$22
Steam Laundry Company, Limited	20,000	\$5	all	\$5, buyers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$74
Watkins, Limited	10,000	\$10	all	\$43.50 buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$45, buyers
Widemann, Limited	3,000	\$10	all	\$15, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$12
Societe des Pulpes et Papeteries du Tonkin	13,500	\$50	all	\$330
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$8, buyers
Union Waterboat Co., Limited	100 shares	\$10	all	\$300
	50,000	\$10	all	\$94, buyers

ROBBERS—	Daily Wire	Amount.	Value.	Interest.	Quotation.
Para Rubber in London				4/10 per lb., sellers.	
Loans.					
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Per.	VERNON & SYMPH, Share Brokers

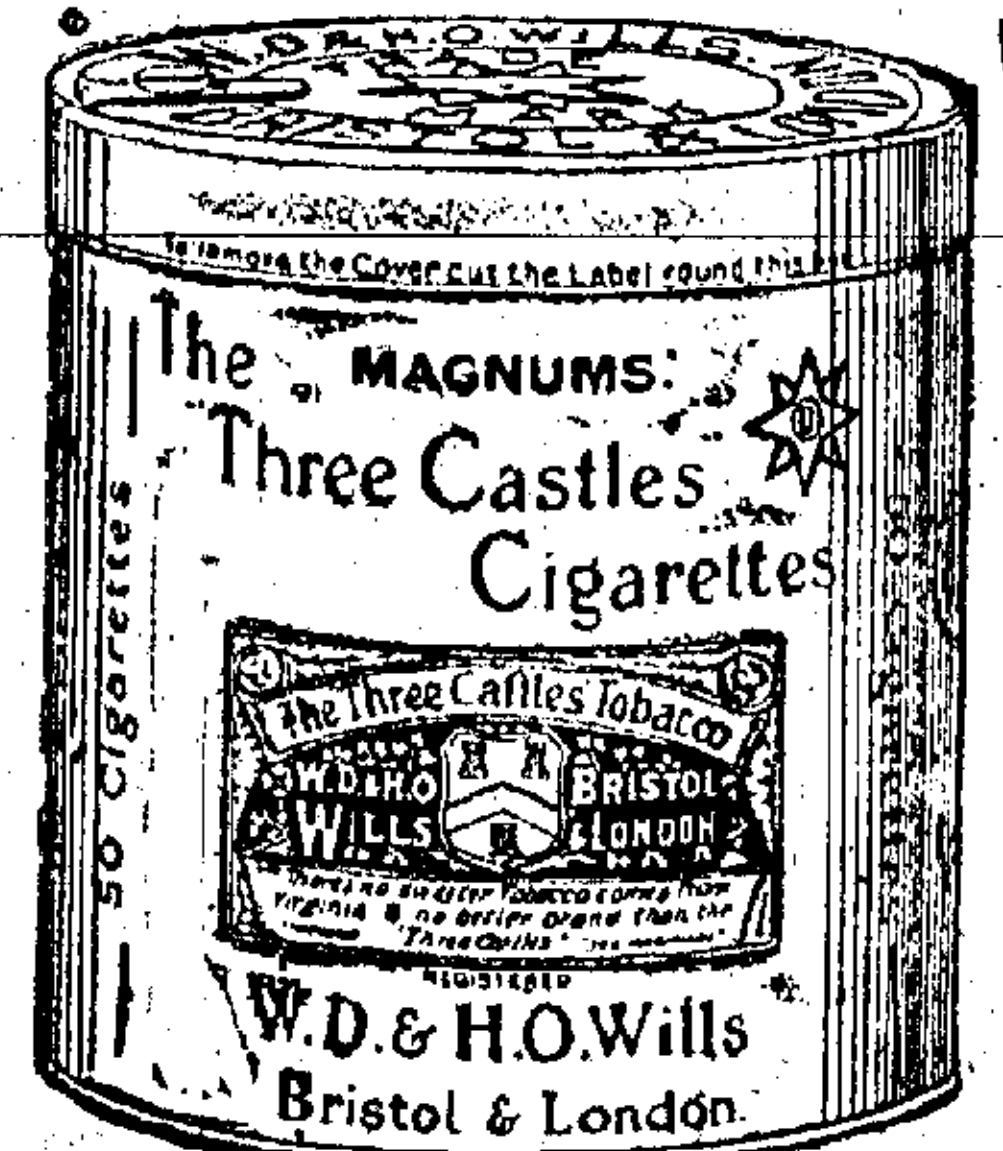
TO-DAY	OPIMUM.
Noon—Hongkong, Canton and Macao Steamboat Co., Ltd. Ninety-Second Ordinary Half-Yearly Meeting.	July 29th.
3 P.M.—Auction of Crown Land at below Kennedy Road, by Public Works Dept.	Malwa New ... \$3,100/3,150 per picul.
	Malwa Old ... \$3,175/3,200 "
	Malwa Older ... \$3,225/3,250 "
	Malwa V. Old ... \$3,300/3,350 "
	Persian fine quality ... \$1,200
	Persian extra fine ... \$1,350
	Patna New ... \$3,800 per chest.
	Patna Old ... \$3,600
	Banar New ... \$3,825
	Banar Old ... \$3,650

FORTHCOMING EVENTS.	NOTICE TO KOWLOON RESIDENTS
Saturday, 10th August—	EXTRA COPIES of Daily Press are on Sale daily at the following Stores—
9.15 P.M.—Grand Variety Entertainment at Palace Theatre, Mount Austin.	KOWLOON BOOK STALL, Ferry Wharf
Tuesday, 13th August—	Messrs HUNG CHEONG, Haiphong Road
4.30 P.M.—Lady May's "At Home" at Mountain Lodge.	
Saturday, 17th August—	
Noon—Hongkong and Shanghai Banking Corporation Ordinary Half-Yearly Meeting at the City Hall.	

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TELEGRAM

RECEIVED ON 11.11.11. FROM LONDON:—

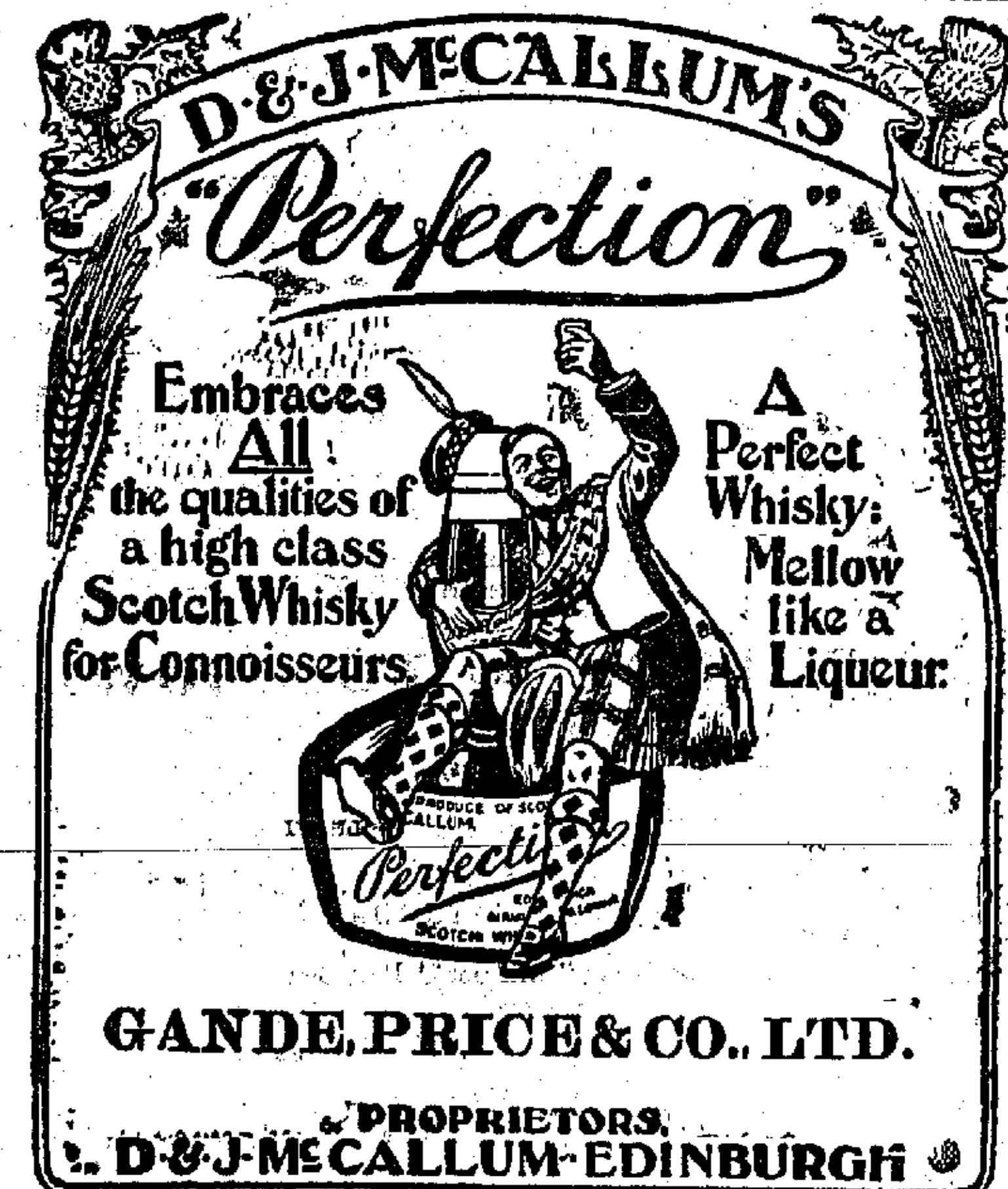


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